REGISTERED No. 78—1872.

# The Bombay Gazette.

No. 7,604.—New Series. BOMBAY:—MONDAY, JUNE 23, 1873. Subscription in Advance. {For a Year.....Rs. 42 / For Six Months ..Rs. 24} Including Postage.

## THE BOMBAY GAZETTE.

The Rates of Subscription to the *Gazette*, in advance, for Town and Country, are now on the following reduced scale:—

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| First insertion | Rs. 5 0 |
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a line, but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

| | |
|---|---|
| First insertion | 8 As. per Line. |
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on the Native Languages, double the above.

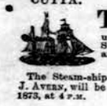
For Advertisements which are to be inserted for a considerable time, special contracts may be made.

Domestic Occurrences: Each—Rupee 1.

All Cheques, Money Orders, and other Remittances, should be made payable to the "Proprietor of the *Bombay Gazette*."

## SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.



THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Contract with Government, despatch Steamers as above with Mails, Passengers, and Cargo, every fourteen days.

The Steam-ship JAVA, 1,465 Tons, 180 H.P., Commander J. Avery, will be despatched on THURSDAY, the 26th June 1873, at 4 P.M.

| Leave BOMBAY | June 1873. 26 | Leave Negapatam | July 1873. 9 |
|---|---|---|---|
| ,, Carwar | 28 | ,, Madras | 11 |
| | July. | ,, Coconada | 13 |
| ,, Narrakal for Cochin | 2 | ,, Vizagapatam | 14 |
| ,, Alleppy | 2 | ,, Bimlipatam | 14 |
| ,, Tuticorin | 4 | ,, Gopalpore | 15 |
| ,, Colombo | 7 | ,, False Point | 16 |
| ,, Galle | 8 | Arrive CALCUTTA | 18 |

Cargo for Singapore and China can be booked by the Steamers on this line hence or from intermediate ports for transhipment at Galle to the Messageries Maritime Company's Steamers, which run regularly.

During the South-west Monsoon, viz. from 17th May 1873, to the end of August, it is uncertain whether communication can be maintained with the ports of Mangalore, Cannanore, Tellicherry, Calicut, Beypore, Cochin, the Steamers will however call at these ports, weather permitting. Passengers for the Neilgherries can be landed at Naraksl, six miles south of Cochin whence they may proceed by back water to stations on the Madras Railway.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF, VIA KURRACHEE.

Interchanging Cargo and Passengers at Busreh, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, despatch a Steamer every 14 days to the Persian Gulf, touching at KURRACHEE, GUADUR, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, MAHOMERAH, and BUSREH, and occasionally at BHARRIN, KOWEIT, and MAHOMERAH.

The s.s. INDIA, 1,059 Tons, 200 H.P., Commander J. Henderson, will be despatched on WEDNESDAY, the 2nd July, 1873, at 2 P.M.

| Leave BOMBAY | July 1873. 2 | Leave BUSREH | July 1873. 21 |
|---|---|---|---|
| ,, Kurrachee | 5 | ,, Fao | 22 |
| ,, Guadur | 7 | ,, Bushire | 23 |
| ,, Muscat | 9 | ,, Bahrein | 23 |
| ,, Bunder Abbas | 11 | ,, Linga | 27 |
| ,, Linga | 13 | ,, Bunder Abbas | 29 |
| ,, Bushire | 15 | ,, Muscat | 31 |
| ,, Koweit | 17 | | August. |
| ,, Fao | 17 | ,, Guadur | 2 |
| ,, Mahamerah | 17 | ,, Kurrachee | 4 |
| Arrive BUSREH | 18 | Arrive BOMBAY | 8 |

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Contract with Government, and in connection with the weekly service from England, will during the S. W. Monsoon despatch a Steamer to Kurrachee every WEDNESDAY, and an Extra Steamer every SATURDAY, at 2 o'clock.

The days of departure during the fair Season commencing from 22nd Sept. inst. will be FRIDAY and MONDAY.

The Steam-ship BURMAH, 1,025 Tons, 200 H.P., Commander F. R. Gavin, will be despatched on WEDNESDAY, the 25th June 1873, at 2 P.M.

The Steam-ship KURRACHEE, 510 Tons, 120 H.P., Commander G. Bevts, will be despatched on SATURDAY, the 28th June 1873, at 2 P.M.

The Steam-ship INDIA, 1,059 Tons, 200 H.P., Commander J. Henderson, will be despatched on WEDNESDAY, the 2nd July 1873, at 2 P.M.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM FERRIES (under contract with Government).—Steam Ferry Boats will ply across the Harbour daily, stopping at the undermentioned Bunders:—

Fares from Bombay to

| Class. | Rewas. | Dhurumtur. | Oorun. | Hog Island. | Oolwa. |
|---|---|---|---|---|---|
| | Rs. A. | Rs. A. | Rs. A. | Rs. A. | Rs. A. |
| First Class | 2 0 | 3 0 | 2 8 | 3 0 | 3 0 |
| Second Class | 0 12 | 1 0 | 0 8 | 0 12 | 0 12 |
| Third Class | 0 6 | 0 8 | 0 4 | 0 6 | 0 6 |

The Rewas and Dhurumtur Ferry Steamer leaves Carnac Bunder daily at 8 A.M., and Dhurumtur at 1 P.M. The Oorun, Hog Island, and Oolwa Ferry Steamer leaves Carnac Bunder daily at 8-30 A.M., and Oolwa at 1 P.M. Passengers are required to obtain Tickets from the Bunder Clerk previous to proceeding on board.

J. A. SHEPHERD.

No. 33, Meadow Street, Bombay.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

MONTHLY LINE OF STEAMERS BETWEEN BOMBAY AND TRIESTE, VIA SUEZ CANAL.

THE Steamer ARETUSA, 1,280 Tons, will be despatched for Trieste, via Suez Canal, on or about the 10th July 1873. This Steamer has only limited accommodation for a small number of Passengers.

RATES OF PASSAGE.

(Including a liberal Table, exclusive of Wine and Liquors, transit through Egypt, and free conveyance of 3 cwt. luggage.)

| | Cabin. | Deck with Food. |
|---|---|---|
| To Trieste | £40 | £19 0 |
| To Port Said | £30 | £14 6 |
| To Suez | £28 | £13 7 |

Children under 3 years of age, Free; above 3 and under 10 years, Half Fare.

Cargo taken for Trieste, also for Venice, Constantinople and Odessa, Aden, Egypt, England, and the Continent generally.

For further particulars, and for Freight and Passage, apply to the Agency of the Austrian Lloyd's Steam Navigation Company.

A. C. GUMPERT, Manager.

Bombay, Elphinstone Circle, 10th June 1873.

STEAM COMMUNICATION WITH ITALY.

(VIA SUEZ CANAL.)

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.

The regular Steamers leave.

| GENOA on the 24th, | and | BOMBAY on the 1st |
|---|---|---|
| of each month. | | |

PASSENGER RATES.

Inclusive of all Transit Fees through the Suez Canal.)

| | 1st Class. | 2nd Class. | 3rd Class. | |
|---|---|---|---|---|
| Aden | £22 | £15 | £4 | |
| Suez | 36 | 22 | 8 | Including Wines. |
| Port Said | 38 | 24 | 9 | |
| Alexandria | 39 | 25 | 9-10 | |
| Messina | 50 | 34 | 14 | Without Food. |
| Naples | 50 | 34 | 14 | |
| Leghorn | 50 | 34 | 14 | |
| Genoa | 50 | 34 | 14 | |
| Marseilles (transhipment at Genoa) | 52 | 35 | 14-10 | |

Children under 3 years, free of charge.
Children not above 10 years, half fare.

Next Steamer from Bombay:—

PERSIA, on TUESDAY, 1st July 1873.
ARABIA, on FRIDAY, 1st August 1873.

The exact hour of departure will be fixed and published a day or two previous to sailing.

For Hand-books of Information, Rates of Freight, &c., apply to

VOLKART BROTHERS,
Agents Rubattino Steam Navigation Company.

Bombay, 6th November 1871.

CONSIGNEES of CARGO per s.s. EUROPEAN, arrived from LIVERPOOL, are requested to send their BILLS of LADING and DELIVERY ORDERS for our inspection and countersignature, and to TAKE DELIVERY of their respective GOODS from the Bunders.

W. & A. GRAHAM & Co.,
Agents, s.s. European.

Bombay, 19th June 1873.

KEROSINE OIL LAMPS!

Just arrived a Stock of Lamps with Round Kosmos Burners, standing well the Brize.

Table Lamps, Hanging Lamps for 1 and 2 lights.
Wall Lamps, Hand Lamps at moderate prices.
Also Superior Bohemian Glassware of all kinds, a great variety of Toys, &c. &c.
Beautiful Toilet Glasses on Marble Stands with rich Bohemian Toilet sets.
Price Lists sent on application. Package for up-country sendings well cared for.

THEODOR KNAUST,
Meadow Street, Fort, Bombay, opposite the Oriental Bank.

## SHIPPING.

OVERLAND ROUTE.

On Friday, the 27th June, 1873, at 3 P.M., from Mazagon.

THE P. & O. Co.'s s. s. NUBIA, (2,695 Tons, and 450 H. P.), Captain W. B. Hall, will LEAVE for SUEZ, as above, carrying H. M.'s Mails, also Passengers and Cargo for that Port, Venice, Marseilles, Southampton, &c.

Cargo can also be booked through to Messina, Naples, Leghorn, Genoa, Trieste, Odessa, Constantinople, Ancona, Havre, Liverpool, London and New York.

No Cargo can be received on board after sunset on the day previous to sailing.

The Company reserve the option of forwarding all Goods shipped by their steamers for Europe, through Egypt, either by Rail, or by Canal, in their own steamers, or in vessels employed for the purpose.

Passengers are requested to send their heavy baggage to Mazagon on the day of the Steamer's departure, before 10 A.M., in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Mazagon, at 3 P.M., precisely, on the day of sailing.

GEO. F. HENRY,
Bombay, 20th June 1873. Superintendent.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

On Monday, the 30th June, at 3 P.M., from Mazagon.

THE P. and O. Co.'s s. s. LOMBARDY, (2,513tons and 450 H.P.,) Captain E. M. Gillson, will be despatched as above, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not lodged in the Company's Office before noon, on Friday, the 27th instant.

GEORGE F. HENRY, Superintendent.

Bombay, 16th June 1873.

## SALES BY AUCTION.

MENESSE AND COMPANY.

AUCTION SALE OF TOBACCO.

THIS DAY MONDAY, the 23rd instant, at 3 P.M., Messrs. MENESSE and Co. will sell by public auction at Carnac Bunder on account of whom it may concern—

5 packages damaged tobacco.

MENESSE & Co.

Bombay, 23rd June 1873.

BENNETT AND COMPANY, No. 4, FORBES STREET.

AUCTION SALE of very valuable and handsome Household Furniture, Best Plated Rich Crockery and Glassware, a First Class Mahogany Grand square Sympathetic Piano by Soundy and Co. nearly new, a Handsome English-built Bamboo Buggy Ness, made to order, a pair of Hand-some Bay Australian Carriage Horses, sets of best English German Silver Carriage Harness, a splendid collection of choice and rare Plants, &c., at No. 49, Malabar Hill.

On THURSDAY, the 26th inst., Messrs. BENNETT & Co. are instructed to sell by Public Auction at his residence, at the above mentioned place, the very valuable and handsome household furniture, piano, carriage, horses, &c., the property of H. W. Payne, Esq., in the same comprises richly engraved glassware, handsome dinner and dessert services, plate bware, such as a set of dish covers containing 4 hotwater and vegetable dishes, cruet, pickle, and egg stands, ice pitcher, tea tray, waiter, set of spoons and forks, table, piano and chamber candlesticks, cutlery, a first-rate double-barrelled gun by Samuel Nock, &c., richly carved seasoned blackwood furniture, such as set of dining table for 14 persons, 4 ts of camp table in 2 and 3 pieces, sideboard, dumb waiter, dining-room chairs, screens, tea poys, circular pier, and oblong tables, easy, and drawing-room chairs, conversation sofas, handsome Brussels drawing-room carpet, a first class sympathetic grand square piano by Soundy & Co., chiffoniers, lady's handsomely carved Davenport, plated, single, and four light hanging argand lamps, a first-rate rosewood harmonium, hatstand, rich vases, and table ornaments, real bronze figures, first-class flowering plants in gilt frames, English iron four-post bedstead, camp cots, cleopatra couches, English mahogany dressing and washing tables, clothes and gown presses, toilet and cheval glasses, child's cot and cradle, towel horse, frigerator tables, cooking utensils, books, a fine collection of choice and rare plants, &c.

At 2 P.M.

A first class English built barouch by Ness Brothers made to order.

A pair of handsome fast trotting bay Australian carriage horses.

Sets of cut English brass mounted carriage harness.

Catalogues are published, and property is now on view.

BENNETT & Co

Bombay, 23rd June 1873.

MEHRJEE, JOHNSTON, & CO., No. 28, APOLLO STREET.

AUCTION SALE OF LANDED PROPERTY, near the Portuguese Church, Bhoiecshwur.

DAY AFTER TO-MORROW, WEDNESDAY, the 25th day of June 1873, at 4 P.M., Messrs. MEHRJEE, JOHNSTON and Co. will sell by Public Auction, on the premises, by order of the Official Assignee, with the consent of the Mortgagee and In Re Pascoal de Silva, an Insolvent, the whole of his Right, Title, and Interest in the following property, viz:—

All that piece or parcel of land or Fuzendaree ground with the messuage, tenement, or dwelling-house, hereditament and premises situate in the part Lazai, without the Fort, in Cavel Street, and in the District of Bhoiecshwur, formerly assessed under No. 69 and now under No 85 containing by admeasurement towards the east in length fifty-nine feet, towards the west in length or breadth fifty-nine inches, towards the north in breadth twenty one feet two inches, and towards the south in breadth thirty feet seven inches, or thereabouts, bounded on the east by a passage or Lane called Cavel Street and the house of Sadanand Bhow, towards the west by the house of Luis de Souza, and a passage of half of which belongs to the said hereditaments and the remaining half to the adjoining house of the said Louis de Souza, on the south by the house of Damodher Dadajee, towards the north by an open yard and the house of Roza Maria de Meranda.

For further particulars and conditions of sale, apply at the Office of the Official Assignee, High Court, or to the Undersigned.

MEHRJEE, JOHNSTON & Co.

Bombay, 23rd June 1873.

CRAWFORD AND COMPANY, 3, MARINE STREET, BOMBAY.

USUAL AUCTION SALE.

THIS DAY MONDAY, the 23rd inst., at 2 P.M., Messrs. CRAWFORD and Co. will sell by Public Auction, at their Rooms—

19 Lots Grey Shirtings, 8¼ lbs. 40 inches.
5 Cases Grey Dhotees.
4 Do. Prints.
2 Do. Blue bed Dhoties.
10 Cases White Jaconets.
3 Do. Coloured Sarries 2-10 yds. 50 in.

To close account—

50 Cases Superior Pale Brandy.
100 Dozen Anglo-Bavarian Beer in Quarts and Pints.
15 Boxes Champagne in Quarts and Pints.
20 Dozen Chellenworth Sherry.

On account of Mr. Simkins—

1 Blackwood Bookstand, 1 Round Table and 1 Cupboard.

SALE OF VALUABLE LANDED PROPERTY BY PUBLIC AUCTION.

Notice is hereby given, that THIS DAY, MONDAY, the 23rd day of June, at 4 o'clock in the afternoon, Messrs. CRAWFORD and Co., Auctioneers, will sell by Public Auction, on the premises, by order of the Mortgagees and on account and risk of Mahomed Hoosein bin Nizamoodin Cambaykar, the Mortgagor.

All that piece or parcel of land or ground registered by the Collector of Pension and Tax under Nos. 215 and 571, containing by admeasurement 909 3-9 square yards, be the same more or less, with the seven several messuages, tenements, chawls and bungalow and cook-room standing thereon, and respectively assessed by the Municipal Commissioner formerly under Nos. 32, 33, 35, 36, and 36A, and now under Nos. 33, 34, 37, 38 and 39, respectively situate on the north side of the Dhobietalao Third Lane without the Fort walls of Bombay in the Bhoiecshwur suburb district, bounded on the east partly by the property of Mahomed Hoosein, and partly by the property here inafter thirdly described, on the west, partly by the Arsay, partly by the property of Jadowjee Balcouray, partly by the said property hereinafter secondly described, partly by the said Dhobietalao Third Lane, and partly by the said property hereinafter thirdly described, and on the south partly by the property of Jemsetjee Nowrojee, and partly by the said property of Eduljee Mehta.

Secondly. All that the right, title and interest as Fazendar of the said Mahomed Hoossein bin Nizamoodin Cambaykar, into all that piece of land registered by the Collector of Pension and Tax under Nos. 215 and 571, and containing by admeasurement 103 square yards, be the same little, more or less, situate on the south side of the said Dhobietalao Third Lane, in the Bhoiecshwur sub-district, without the Fort walls of Bombay, and formerly and now in the occupation of Raghoo Mahadoo, to whom the messuage and dwelling-house standing thereon, and bounded on the east and south by the property hereinbefore firstly described, on the west by the property of Jadowjee Balcouray, and on the north by the said Dhobietalao Tank Third Lane.

Thirdly. All that the right, title and interest as Fazendar of the said Mahomed Hoossein bin Nizamood in and to all that piece or parcel of land registered by the Collector of Land Revenue under Nos. 215 and 571, and containing by admeasurement 128 square yards, be the same little, more or less, situate on the south side of the said Dhobietalao Tank Third Lane, in the Bhoiecshwur sub district without the Fort walls of Bombay, and formerly and now in the occupation of Ooma Malha in standing thereon, and bounded on the east by the property of Anandrao Chintoba Asavyr, on the west by portion of the property firstly hereinbefore described, on the north by the said Dhobietalao Third Lane, and on the south partly by the property hereinbefore firstly described, and partly by the property of Mahomed Hoosein.

For further particulars and conditions of sale, apply to Messrs. Remington, Hore and Langley, Solicitors for the Mortgagees

AUCTION SALE of Valuable and Handsome Household Furniture, Plated Glass and Porcelain Wares, Cutlery, Car hage, Horses, &c., at No. , Mount Road, Mazagon.

Messrs. CRAWFORD and Co. have received instructions from the Administrator General to sell by public auction on SATURDAY next the 28th instant, at 3 o'clock precisely punctually at 1 P.M. the whole of the handsome furniture, &c., of the late H. W. G. Lawson, Esq., comprising neat cut glassware, best electro-plated ware, handsome white with gold rim and flower dinner dessert and breakfast services, cutlery and handsomely carved blackwood furniture, consisting of a large round dining table on four solid legs, round, side, writing, camp, washing, and dressing tables, sofas, couches, drawing room, arm without arm, folding and easy chairs, a handsome ottoman with lined Crimson silk will make two couches and two easy chairs, sideboards, bookshelves, a large heavy carved blackwood and a brass double bedstead, complete chintz curtains, blackwood carved almyrahs, hanging mirror and lamps, kerosine wall and table lamps, hatstand, a double chandelier, handsome oil and water color paintings, a lady's dressing table, Bohemian glass flower vases, Brussels carpet, a set of handsome curtains with poles and brass fittings, complete porcelain bathing tub, bath, dispense and cook-room furniture, utensils, &c.

At 2 P.M., precisely.

A serviceable office shigram together with a bay horse and harness child's perambulator pony, child's saddle, &c.

No catalogues, and the property will be on view on and after Wednesday the 25th instant.

SALE of FRESH OILMANSTORES, from the well-known and celebrated Purveyors, Crosse and Blackwell, just landed ex s.s. Gresham, and from G. F. Coward & Co., just landed ex s.s. Crosby.

On WEDNESDAY, the 2nd July, at 2 P.M., Messrs. CRAWFORD & Co will submit to sale by Public Auction, at their Rooms, an invoice of fresh oilmanstores, consisting of assorted pickles, mushroom catsup, Harvey sauce, raspberry vinegar, essence of anchovies, assorted syrup, essence of coffee, salad oil, white wine and malt vinegar, Durham mustard, tapioca, pearl barley, assorted tart fruit 1 lb. tins, assorted jams and jellies, Oxford and Bologna sausages, red herrings, assorted soups, Robinson's groats and barley, Yarmouth bloaters, fresh herrings, lobsters, green tea, blackwall whitebait, Lazenby's curry powder, herrings a la sardine, Milton oyster, potted meats, Moore's cocoa and milk, Irish and Wiltshire bacon, Cheddar and Berkley cheese, Worcestershire sauce, Scotch oatmeal, barley, condensed and Anglo-swiss milk, &c., Huntley and Palmer's assorted biscuits, also an invoice of fresh oilmanstores, from Coward & Co., comprising 70 packages, consisting of Durham mustard, salad oil vinegar, assorted pickles, essence of anchovies, Reading, Worcestershire, John Bull, and Harvey sauce, walnut and mushroom catsup, French capers and olives, assorted tart fruits, 3 and 1 lb. assorted jams and jel lies in patent stone jars, assorted candied peel in glass jars, patras, currants, Turkey figs, sultana pudding and muscatel raisins, Jordon almond, tapioca, pearl barley, Scotch oatmeal, bloater paste, smoked Yarmouth bloaters, &c.

CRAWFORD & Co.

Bombay, 23rd June 1873.

## SALES BY AUCTION.

DINSHAW HORMUSJEE AND COMPANY, No. 12, APOLLO STREET.

AUCTION SALE OF VALUABLE LANDED PROPERTY, situate in the Nanabhai Bomanjee Street, within the Fort of Bombay.

Messrs. DINSHAW HORMUSJEE & Co. will sell by Public Auction, THIS DAY, MONDAY, the 23rd day of June, at 4 P.M., on the premises, at the instruction of Mr. Cursetjee Framjee, under and by virtue of the power of sale contained in an indenture of mortgage, bearing date the 13th day of April 1870, the valuable Landed Property hereinunder described, viz.:—

All that piece or parcel of land or ground with the messuage, tenement or dwelling-house, built and standing thereon, situate, lying and being within the Fort of Bombay, in Nanabhai Bomanjee Street, in the sub-district of Fort and Colaba, admeasuring (93 1-9) fifty-three and one-ninth square yards or thereabouts, assessed by the Collector of Assessment under No. 401, bounded on the east by the house of Mr. Nowrojee Rustomjee, on the west by the house of Mr. Bomanjee Dadabhoy, on the north by the public road, and on the south by a public road also.

Further particulars may be made known, on reference being made to the undersigned.

DINSHAW HORMUSJEE & Co.

Bombay, 23rd June 1873.

## NEW ADVERTISEMENTS.

GRAND CONCERT IN AID OF THE FUNDS OF THE TOWN BAND.

A CONCERT will be given in the TOWN HALL on JULY 2nd. Further particulars will be given hereafter.

NOTICE.—TABLES of the REVISED CODE of SIGNALS used at the Bombay Signal Stations are FOR SALE—Price 8 annas each—at the Master Attendant's Office, Fort, or at the Colaba Signal Station.

HENRY MORLAND, Secretary.

Harbour and Pilotage Board, Bombay, June 21, 1873.

BOMBAY FOOTBALL CLUB.—A GENERAL MEETING of the MEMBERS of the CLUB will be HELD at HALF-PAST FIVE, TO-DAY, at Messrs. Hearn, Cleveland, and Peile's Office, Graham's Buildings.

By Order of the Committee,
W. M. TENNENT,
Honorary Secretary.

B. B. & C. I. RAILWAY.

ISSUE OF THIRD CLASS MONTHLY, QUARTERLY, AND RETURN TICKETS.

On and after July 1st, Third Class Monthly, Quarterly, and Return Tickets will be issued between all stations situated between CHURCH GATE STREET and VERAVLI.

J. R. DUXBURY,
Traffic Manager.

Fort, 21st June 1873.

FOR SALE, Chestnut Arab Horse "FUSEE," winner of six Steeple Chases and a brilliant Pig-sticker, 8 years old, and now in superb hunting condition. To any one wanting a Chaser for the coming season or a perfect hunter, the present offers a good opportunity for purchasing. For particulars apply to CAPTAIN HOGG, Poonah House, Seroor.

## NOTIFICATION.

UNDER Sections IV., VI., and VII. of the BOMBAY MUNICIPAL ACT III. of 1872, the Municipal Commissioner has prepared and printed, and to-day causes to be affixed in his Office, and also in Police Station-houses and other conspicuous places in each Ward—

1st.—Lists of Fellows of the University of Bombay, who are qualified to be elected or re-elected Members of the Corporation under Section IV. of Act III. of 1872.

2nd.—Lists of Rate-payers who had, before the 15th day of September 1872, paid the Municipal House, Police, and Lighting rates for 1872 to the amount of Rs. 50 and upwards, and who therefore, if of the respective ages of 21 and 25 years, would have been qualified to vote in the election of Members of the Corporation, or to become Members of the Corporation, if such election had taken place in the month of December 1872.

And whereas His Excellency the Governor of Bombay in Council has been pleased, under the powers vested in him by Section CCCVI. of the Municipal Act, to declare that payment of the Municipal rates as aforesaid for 1872 before June 20th, 1873, shall qualify a person to vote at the election of Members of the Corporation in the current year 1873.

It is hereby requested that all qualified persons not entered in these lists of qualified Rate-payers, who, before the 20th day of June 1873, have paid Municipal House, Police, and Lighting rates to the amount of Rs. 50 and upwards, will apply at the Municipal Commissioner's Office, within 15 days of the date hereof, to have their names entered in these lists as qualified to vote or to become Members of the Corporation.

When rates have been paid on account of a Firm or Company, or of several associated persons, and the Firm, Company, or association of persons has consequently been entered in the list of qualified Rate-payers, one person only (ordinarily the senior resident member of such Firm, Company, or Association) will be allowed to vote on account of such payment. The Municipal Commissioner should be informed within 15 days of the date hereof what person claims to vote on account of such payment. Unless such claim has been made and allowed, no vote will be admitted on account of such payment.

Rate-payers who are personally legally liable for, and have paid rates to the amount of Rs. 50 and upwards on, premises let to their own names, but in the names of persons who from death, transfer of property, or other cause are no longer liable for such payment, are requested to attend at the Municipal Commissioner's Office within 15 days of the date hereof with receipts for rates, or other documents necessary to prove that they have paid the rates as aforesaid on their own account, if they desire that their names be entered in the List of Voters. Failing this, their votes will not be admitted, as their names will not appear on the List of Voters on the day of election.

Voting papers will, so far as possible, be distributed to the electors during the ensuing week. But should any elector not receive a voting paper, he can obtain one on application at the Municipal Commissioner's Office.

It must be remembered that no person under the age of 21 years is qualified to vote; nor is any person under the age of 25 years qualified to be elected a Member of the Corporation.

His Excellency the Governor of Bombay in Council has been pleased to notify in the *Government Gazette*, Saturday, July 26th, 1873, as the date on which the election is to be held, and the rules under which it is to be conducted.

W. G. PEDDER,
Municipal Commissioner.

Monday, 23rd June 1873.

IMPORTANT NOTICE.

SALE OF Messrs. PAYNE & Co.'s WINES AND SPIRITS, AT FURTHER REDUCED PRICES.

TERMS—CASH ONLY.

THE Undersigned have been authorised to SELL, on account of the concerned, AT A FURTHER REDUCTION OF TEN PER CENT., the following WINES and SPIRITS, imported by Messrs. PAYNE & Co.:—

| | Per doz. Rs. a. |
|---|---|
| SHERRY. | |
| Class 2—A pale dry Wine | 17 4 |
| Do. 3—A pale, delicate and dry Dinner Wine | 20 4 |
| Do. 4—Extra fine, very dry and delicate | 24 12 |
| Amontillado—Extra dry and well matured | 25 4 |
| BUCELLAS. | |
| A delicate and light Wine | 15 8 |
| MARSALA. | |
| A nice Dinner Wine, East India character | 13 4 |
| MADEIRA. | |
| Very fine old choice East India Madeira | 27 0 |
| PORT. | |
| Class 1—A pure fruity Wine | 13 4 |
| Do. 2—A full-flavoured mellow Wine | 17 8 |
| Do. 3—A fine old Tawny Burgundy Port | 21 8 |
| CHAMPAGNE. | |
| A light Wine—Pure Epernay | 23 8 |
| Half Pints | 13 8 |
| STILL HOCK. | |
| Fine light Hock | 13 8 |
| Do. de. Pints, 2 dozen | 15 0 |
| Extra quality | 18 0 |
| Do. Pints, 2 dozen | 19 0 |
| STILL MOSELLE. | |
| Extra quality | 17 4 |
| CLARET. | |
| Dinner Wine | 14 8 |
| After-Dinner Wine | 20 12 |
| Do. fuller-bodied—1865 Vintage | 26 4 |
| A few cases *Magnum* Light Claret at per case of 1 dozen Magnums | 16 8 |
| Pints at Rs. 19-8, 16-8, 22-8, and 28 per Case of 2 Dozen. | |
| BURGUNDY. | |
| Sparkling Red | 28 0 |
| TENT. | |
| First Quality | 25 8 |
| SAUTERNES. | |
| A pure wholesome Wine | 14 8 |
| GINGER WINE. | |
| Payne & Co.'s | 11 12 |
| GIN. | |
| Hollands, very superior pale straw coloured, fully matured in wood before bottling | 14 8 |
| Dry | 12 12 |
| WHISKEY. | |
| Finest Scotch | 13 8 |
| Do. Irish | 16 0 |
| BITTERS. | |
| Swaine & Boord's Orange Bitters | 12 12 |

GRINDLAY, GROOM, & Co.

Bombay, 23rd June 1873.

PATENT WROUGHT NAILS.

J. J. CORDES & Co.,

The Patentees and Sole Manufacturers of the well-known Patent Wrought Nails, commonly known as

"EWBANK'S NAILS,"

desire to make it known that they have adopted a "Star" or "Cross" as their Trade Mark, and that all Nails now made and sent out by them, except clasp, bear this mark upon their heads, and that within every Package sent from their Works is also placed a card bearing their name and address.

Any Nails, therefore, which are not distinguished as above, must not be confounded with

"EWBANK'S NAILS,"

the quality of which is so well appreciated as being far superior to that of any other make.

Dee Works:—NEWPORT, MONMOUTHSHIRE, ENGLAND.

BY ROYAL COMMAND.

JOSEPH GILLOTT'S CELEBRATED STEEL PENS.

Sold by all Dealers throughout the World.

## WANTED.

A LADY and GENTLEMAN having a residence in the best part of the Fort, open to the breeze from all quarters, can ACCOMMODATE TWO GENTLEMEN with Board and Lodging, or Board only. References given and required. Address W. G., Office of *Bombay Gazette*.

## NOTICES.

GRANT ROAD THEATRE.

MONDAY EVENING, 23RD JUNE.

GRAND FASHIONABLE NIGHT FOR THE BENEFIT OF Mrs. BENNEE.

THE LAST APPEARANCE BUT ONE THIS SEASON.

KINDLY ASSISTED BY THE GENTLEMEN AMATEURS OF BOMBAY.

Production of the great Historical Drama in six Tableaus, by Alexandre Dumas, and translated by R. Soutar, Esq., entitled,

"CATHERINE HOWARD,"

PRODUCED WITH THE MOST BEAUTIFUL COSTUMES OF THE PERIOD 1542, AT A COST OF Rs. 2,000.

CHARACTERS.

| | |
|---|---|
| Henry VIII. (King of England) | Mr. David Owen. |
| Athelwold (Earl of Northumberland) | Mr. W. Bennee. |
| Duke of Sussex | Mr. Milbanke. |
| Duke of Norfolk | Mr. Stanhope. |
| Grand Chamberlain | Mr. St. Andrew. |
| Lieutenant of the Tower | Mr. James Darrell. |
| Fleming (An Alchemist) | Mr. Montmorency. |
| Executioner | Mr. Reybert. |
| Princess Margaret | Miss May Godfrey. |
| Catherine Howard | Mrs. Bennee. |
| Dame Kennedy | Mrs. Montague. |

The Performance to conclude with the Screaming Farce, "WHITEBAIT AT GREENWICH."

| | |
|---|---|
| John Small | Mr. F. Sydney. |
| Benjamin Buzzard | Mr. Edinborough. |
| Gimmer | Mr. W. Bennee. |
| Sally | Mrs. Bennee. |
| Miss Lucretia Buzzard | Miss May Godfrey. |

PERFORMANCE AT 9 SHARP.

Box Plan and Tickets at Messrs. SOUNDY, BRESLAUER, & Co.

NEW MAZAGON LAND COMPANY (Limited).—NOTICE is hereby given, that a DIVIDEND, at the rate of RUPEES (20) TWENTY PER SHARE, will be PAID to SHAREHOLDERS of the NEW MAZAGON LAND COMPANY, Limited, on production of Share Certificates from and after the 25th instant, at the Registered Office of the Company, in 23, Shamajee Hassajee Street, Manjee Bunder.

RAMCHANDRA HEMRAJ, Secretary.

Bombay, 13th June 1873.

ROYAL INSURANCE COMPANY.

REDUCTION OF RATES OF FIRE PREMIUMS.

The Undersigned are prepared to accept RISKS on PIECE GOODS, TWIST, METALS and other non-hazardous Goods in the European part of the Fort and Colaba, at rates showing a reduction in some cases of over 20 per cent. on those formerly charged

CAMPBELL, MITCHELL & Co.,
Agents Royal Insurance Company.

Bombay, 30th May 1873.

LONDON AND LANCASHIRE LIFE ASSURANCE COMPANY.

NON-FORFEITABLE POLICIES, BY A LIMITED NUMBER OF PAYMENTS.

For full particulars of this popular system of Assurance see the Company's Indian Prospectus, which with any further information may be obtained on application to any of the Agents of the Company, or to

C. J. WALLIS,
Manager for India.

BOMBAY SCOTTISH EDUCATION SOCIETY.

BYCULLA SCHOOL—PAREL ROAD.

Head Master—Mr. James McDonald, } With Assistants.
Head Mistress—Mrs. McDonald, }

FORT SCHOOL—51, HORNBY ROW.

Head Master—Mr. Joseph Inglis, A.M. Edin. } With Assistants
Head Mistress—Miss Wartenby, }

Music Master—Mr. Joseph Schmock.

D. C. BOYD, } Honorary Secretaries.
JOHN PATON, }

Bombay, 1st January 1873.

NOTICE is hereby given, that the PARTNERSHIP for some time past carried on by the Undersigned under the Firm of KING & Co., at Bombay and Liverpool, has THIS DAY been DISSOLVED by mutual consent.—Dated this 1st day of June 1873.

NANABHOY BYRAMJEE JEEJEEBHOY.
ROBERT WOOD BARKER.
BRYAN MEYRICK KING.
FRANK GEORGE JEFFERSON.

With reference to the above Notice, the Undersigned will continue to carry on the Firm of KING & Co. at Bombay under that name on his own account.

FRANK G. JEFFERSON.

Bombay, 2nd June 1873.

GREAT INDIAN PENINSULA RAILWAY.

CLOSING OF THE KHAMGAON-STATE RAILWAY.

NOTICE is hereby given, that under instructions from Government, the KHAMGAON STATE RAILWAY will be CLOSED on and after MONDAY, the 23rd June, instant, and until further Notice.

Thus Trains now running between KHAMGAON and the JALAMB STATION of the Great Indian Peninsula Railway, will be DISCONTINUED from the 23rd instant; and, after that date, all Notices of Local and Through Booking and arrangements for Passengers and other Traffic will, so far as they relate to the Lines between Jalamb and Khamgaon, be cancelled and withdrawn.

HENRY CONDER,
General Traffic Manager.

Bombay, 16th June 1873.

PROCLAMATION.—BOMBAY TO WIT.—By virtue of a Precept to me directed, I hereby proclaim and give Notice, that the THIRD SESSIONS of 1873 of OYER and TERMINER, and GENERAL GAOL DELIVERY,

# COMMERCIAL INTELLIGENCE.

## SATURDAY, 21st JUNE 1873.

Bank Bills, 6 months' sight.....1s 11d. to 1s. 11¼d.
Credit Bills, do. .....1s. 11 3/16d.
Documents, do. .....1s. 11¼d. to 1s. 11 5/16d.
Bank Bills, 3 months' sight.....1s. 10 11/16.
Credit, do. .....1s. 10 27/32d. to 1s. 10 ¾d.
Documents, do. .....1s. 10 15/16d.
Bank Bills, on demand .....1s. 10¾d. to 1s. 10 7/16d.

On Calcutta Bank Bills, 60 days' sight. 99½ to 99¾
Do. demand..... 100 3/16

On Madras, 30 days' sight ..... 99½ nominal.
Do. demand..... par.

On China House Bills, 60 days' sight, 231 to 231½.

### GOVERNMENT SECURITIES.

| | |
|---|---|
| Five-and-a-half per cent. | ...111 |
| Four & half per cent. | ...105½ |
| Four per cent. | ...103½ |
| Four & half per cent. (Public Works Loan) | ...106 |
| Five per cent. Debenture Loan, 1866-67 | ...103½ |
| 15 years' Debenture Loans | ...109½ |
| 10 years' do. do. | ...105 |
| 5 years do. do. | ...103 |
| Six per cent. Municipal Loan House Rate | ...112 |
| Do. Do. Market Rate | ...112 |
| New French Loan 5 per cent. fully paid up of 1871 and 1872 | ...92 |
| New French Loan instalment paper of 1872 | ...94 |
| Paris Municipal Loan (Debenture Rs. 117) per Bond | ...115. |

Rates of discount at New Bank of Bombay—

| | | | |
|---|---|---|---|
| Loans on Government Paper on demand | | | 4½ per cent. |
| Fixed Loans on | do. | to 3 months' | 5½ ,, |
| Do. | do. | over 3 do. | 6½ ,, |
| Do. | on Merchandize | | 7½ ,, |
| Cash Credit | do. | to 3 months' | 6½ ,, |
| Do. | do. | over 3 do. | 6½ ,, |
| Do. | do. | | 7½ ,, |
| Bank Bills | | | 6½ ,, |
| Mercantile Paper | | | 8½ ,, |

### PRICES OF BULLION, &c.

| | |
|---|---|
| Sovereigns, each | ...Rs. 10-0-0 |
| Carolus | 290 |
| Mexican Dollars | 222 |
| Five-Franc Pieces | 221½ |
| Bar Silver | 107½ to 107¾ |
| Gold Leaf | 16-12-6 |
| Bar Gold 10 ca. English 100 touch | 16-14 |
| Australian Gold ... 100 touch | 16-13 |

### FREIGHT REPORT.

SATURDAY EVENING.

FREIGHTS.—Consignees and charterers ask £1-17-6 for ships, owing to the limited quantity tonnage available: steamers little enquiry at £2-5-0.

London { Cotton / Cases / Seeds } No ships.
Liverpool { Iron Ships Cotton £1 17s. 6d. / Wooden Ships ,, £1 18s. 0d. / Myrabolams £1 19s. 0d. nominal. / Coir bdls £0 15s. 0d. nominal. / Seeds £1 15s. 0d.
Havre ... { Cotton / Coffee } £3 0s. 0d.
Overland Steamers—
Venice £2 19s. 0d. nominal.
Trieste £2 19s. 0d. to £2 15s. 0d. nom
Liverpool £2 19s. 0d. nominal.
Havre Cotton £2 17s. 6d.
Liverpool via { Wheat / Seeds } £2 7s. 6d.
Suez Canal { Cotton / Oil } £2 2s. 0d.
China { Steamer Cotton Rs. 20 to 25 per ton. / Opium Rs. 25 to 30 per chest. / Sailing Ships Rs 4 per bale nominal.
Calcutta ...Salt Rs. 3½ per ton.
Calcutta to Bombay Rs. 15 Port charges.
Mauritius Nothing doing.

### BOMBAY BILL AND STOCK LIST.

SATURDAY AFTERNOON.

SPECULATIVE demand for all kinds of Spinning at much higher rates. Little doing in other shares.

### BANKS.

| No. of Shares | Nominal value Rupees | Paid up. | Last dividend. p. a. | Names. | Cash Rates per Share. |
|---|---|---|---|---|---|
| 100,000 | 100 | all | 5 p.ct. | Agra Bank | 82 |
| 72,000 | 1,000 | all | 6 p.ct. | Bank of Bengal | 1,420 |
| 10,000 | 500 | all | 5 p.ct. | Do of Bombay New | 262 |
| 10,000 | 500 | 100 | 5 p.ct. | Do 2nd Res. Issue | 270 |
| 5,250 | 1,000 | all | 5 p.ct. | Do of Madras | 1,120 |
| 13,000 | 250 | all | 8 p.ct. | Chartered Mercantile Bk of I. L. & China | 275 |
| 47,000 | 281½ | all | 12 pct. | Hong. & Shanghai Bank | 410 ml. |
| 40,000 | 200 | all | Nil. | Chartered Bk. of I. & C. | 150 |
| 80,000 | 250 | 125 | 4 p.ct. | National Bank of India | 113 |
| 10,000 | 250 | all | 12 do. | Oriental Bank | 475 |

### RAILWAY COMPANIES.

| | | | | | |
|---|---|---|---|---|---|
| ..... | £20 | 218-3-0 | p.c. | G. I. P. Railway Consolidated Stock | 238 |
| ..... | £20 | 109-12-0 | do. | Do. New £20 Shares | 198 |
| ..... | £20 | 43-10-2 | do. | Ditto | |
| ..... | £100 | 1,000 | do. | B. B. & C. I. Railway Co | 1,125 |
| ..... | £18 | 196-3-1 | do. | Do. New Shares | |

### LAND COMPANIES.

| | | | | | |
|---|---|---|---|---|---|
| 4,000 | 3,000 | all | Rs. 77½ | Colaba Land Co | 1 565 |
| 9,000 | 150 | all | Nil. | Frere Land & Pier Co. Ld. | 100 |
| 750 | 2,000 | 2,000 | 31p.c. | Mazagon Land | 940 |
| 1,000 | 1,000 | all | 15p.c. | Port Canning Land Company, Limited | 455 |

### SPINNING AND WEAVING COMPANIES.

| | | | | | |
|---|---|---|---|---|---|
| 400 | 2,000 | 1,700 | 150p.c. | Albert Mills Co | 2,000 |
| 570 | 1,250 | all | 50p.c | Alexandra Spinning | 1,425 |
| 5 4 | 2,500 | all | 100* | Alliance Spinning | 2,725 |
| 300 | 5,000 | 500 | - | Bhownuggur M. & P. Co. | 450 pm. |
| 100 | 5,500 | all | - | Bombay | 2,800 |
| 900 | 1,000 | all | 40* | Bombay United | 1,155 |
| 1,600 | 150 | 150 | 25* | Broach Mills | 240 |
| 2,500 | 2,000 | all | - | Dhurumsey Spinning | 1,570 |
| 750 | 2,000 | all | 200p.c | Great Eastern | 2,300 |
| 750 | 1,000 | all | - | Jewraj Ballo Mills | 1,140 |
| 2,500 | 1,000 | all | 140p.c | Manockji Petit's | 1,240 |
| 50 | 1,000 | a | 10 p.c | Morarjee Spinning | 1,230 |
| 800 | 2,500 | all | 150p.c | Oriental | 3,350 |
| 800 | 2,500 | 2,400 | 116p.c | Royal | 2,250 |
| 500 | 1,000 | - | - | Soonderdas Spinning | 1,300 |

* Per share for the half-year.

### PRESS COMPANIES.

| | | | | | |
|---|---|---|---|---|---|
| 150 | 5,000 | 2,850 | 150 p.c | Akbar Cotton Press Co | 1,850 |
| 200 | 2,000 | 1,100 | 150do. | Albert Co. Kurrachee | 800 |
| 2958 | 3,000 | 650 | Nil. | Alexandra Press Co | 215 |
| 156 | 12,000 | 11,000 | 100p.c | Apollo Press Co | 6,700 |
| 200 | 2,000 | all | 200p.c | Bombay Press Co | 1,475 |
| 300 | 500 | all | 50 p.c | Do New | 175 |
| 350 | 1,000 | 1,000 | 100 p.c | Broach Cotton Co | 800 |
| 100 | 1,500 | - | - | Carwar Company | 1,150 |
| 500 | 1,250 | all | 40 * | Colaba Press Co | 5,500 |
| 350 | 9,000 | all | 250p.c | East India Press Co | 2,400 |
| 152 | 8,500 | all | 500 | Fort Press Co | 6,500 |
| 300 | 2,000 | 1,800 | 75 p.c | Framji Cowasji Press Co. | 625 |
| 3081 | 1,000 | all | 200 p.c | Frescl Press Co | 719 |
| 200 | 6,000 | 6,000 | 225 p.c | Hydr aulic Press Co | 1,500 |
| 250 | 5,000 | 1,467 | 75 p.c | Imperial Press Co | 800 |
| 200 | 400 | 350 | 425 p.c | Mofussil Press & G. Co | 675 |
| 120 | 2,500 | all | 250 p.c | Prince of Wales Press | 2,100 |
| 100 | 1,000 | 250 | - | Sassoon's Press Co | 400 |
| 600 | 850 | 750 | 135 p.c | Scinde Press Co | 460 |
| 200 | 1,000 | 750 | - | Scinde and Punjab Cotton Press Co., Limited | 1,075 |
| 225 | 2,000 | 1,000 | Rs. 85 | Victoria Press, Madras | 1,100 |
| 150 | 850 | all | 8 p.c. | Vic. Col. Gin & Press Co. | 1,650 |
| 150 | 1,000 | - | - | Volkart United Press Co. | 1,000 |

* Per share for the half-year.

### MISCELLANEOUS.

| | | | | | |
|---|---|---|---|---|---|
| ..... | 2,500 | 1,500 | 105p.c. | Bombay Burmah Trading Corporation | 1,350 |
| 1,000 | 50 | all | 15p ct. | Bombay Gas Company | 65 |
| 500 | 500 | 300 | 15 ps. | Landing and Shipping Co. of Kurrachee Ld. | 150 |
| 2,150 | 200 | 100 | 7 p.c. | Malabar Company Ld. | 160 |
| 1,000 | 50 | all | 12½ ps. | Mechanics B'd'gs Co. | 28 |
| 3,000 | 500 | all | 45 ps. | Treacher & Co | 395 |
| 2,000 | 250 | all | 40 ps. | Viegas Patent Slip Co | 55 |

### BANKS IN LIQUIDATION.

| | | | Date of Liquidation. | | |
|---|---|---|---|---|---|
| ..... | 95 | 19½ | - | Bank of China | 1 |
| ..... | 250 | 2 | Mar. '66 | Central Bank | 1 |
| ..... | ... | ... | - | East India Bank | 1 |
| ..... | 200 | 15 | Feb. '67 | Indian Peninsula | 1 |
| ..... | 200 | 70½ | May '67 | Royal Bank | 2 |

### SALES AND PURCHASES.

PIECE GOODS.

The market on Saturday closed quiet but steady, without any change in prices. The following sales are reported to have been made by European firms on Saturday :—

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 1,000 | pieces | Grey Madapollams | 32 | in. | 24 | yds. | 3 lbs. | at Rs. | 2 3 0 |
| 1,500 | ,, | ,, | 32 | ,, | 24 | ,, | 3 ,, | at ,, | 2 2 3 |
| 1,000 | ,, | ,, Jacconets | 40 | ,, | 20 | ,, | | at ,, | 1 6 6 |
| 500 | ,, | ,, Shirtings | 45 | ,, | 39 | ,, | 8 ,, | at ,, | 5 9 0 |
| 780 | ,, | ,, course | 40 | ,, | 39 | ,, | 6 ,, | at ,, | 4 6 6 |
| 1,000 | ,, | White Jacconets | 40 | ,, | 20 | ,, | | at ,, | 2 4 0 |

COTTON.

The market on Saturday closed quiet, and prices were barely maintained. The following purchases are reported to have been made by European firms on Saturday :—

| | | | |
|---|---|---|---|
| 100 | candies | Bhownuggur | at Rs. 206 |
| 75 | ,, | Wadwan | at ,, 200 |
| 50 | ,, | ,, | at ,, 202 |
| 25 | ,, | ,, | at ,, 202 |
| 25 | ,, | Veeruagaum | at ,, 190 |
| 25 | ,, | Khamdesh | at ,, 193½ |

YARNS.

There continues an active demand for all kinds of Grey, and prices of Water No. 30 and Mule No. 40s are slightly higher. The following sale has transpired :—

30,000 lbs. Water No. 30's .....at 11¾ as. per lb.

# SHIPPING.

## DEPARTURES.

| June. | Vessel. | Commander. | Destination. |
|---|---|---|---|
| 21 | Euphrates (s) | Melville | Kurrachee. |
| | Sir John Lawrence (s) | Baldwin | Calcutta, via Malabar & Coromandel Coasts. |
| | City of Tanjore | Smith | Navakal. |
| | Doxford | McDonald | Madras. |
| | Janet Court | Crawford | Calcutta. |

The following vessels were entered out for loading yesterday :—
Ship Alpins, Lenders, for Liverpool.
Ship Pocahontas, Duncan, for Liverpool.
Barque Limerick Lass, Yeaten, for Hongkong, via Kurrachee.

## HOOGHLY.

ARRIVALS.

June
18 Ethiopia (s) .....A. McLean Waite...Moulmein, June 9.
Scotia.....G. W. Wicks .....Camorta, June 11.

## DAILY IMPORTS.—21st JUNE.

FROM LIVERPOOL.

Muriel, s, 1 hogshead portwine, Aldridge, Salmon & Co.
Doxford, 10 hogsheads portwine, Shapoorjee Rustomjee Sookia.
Knight Companion, 5) casks alum, Nursery Monjee.

FROM LONDON.

Elgin, s, 2 boxes brandy, Hudson & Co; 5 cases cheese, Tyabally Mahomedally; 8 packages medicines, Nuthoo Mooljee; 3 cases wine, Muncherjee and Eduljee Bejunjee.
Strathclyde, s, 25 casks lamp black, 2 casks fuse, 10 drums turpentine, 1 case varnish and 52 drums linseed oil, Esoofally Sumsoodeen.
Janet Court, 7 cases toys, Nusserwanjee and Burjorjee Wadia & Co; 1 package glassware, Jaffer Cassonjee; 12 cases cologne, Framjee Ardaseer Davur.

FROM GENOA.

Persia, s, 175 cases brandy, Muncherjee and Eduljee Bezenjee.

## DAILY EXPORTS.—21st JUNE.

FOR LIVERPOOL.

Glee Maiden, 100 bales rags, Jeraj Gooldass; 49 bales cotton, Heeralall Chimniram; 63 bales cotton, Rowchund Manockchund; 1 bale cotton, Davidass Khoosal; 266 bales jute ropes, 163 bales rags and 35 bales wool, Khoosal Verjee.
City of Dublin, 190 bales cotton, Stearns, Hobart & Co.
Sandringham, 100 bales cotton, W Nicol & Co.
Centurion, 250 bales cotton, Finlay, Scott & Co.
Elcano, 500 bags linseed, Gangjee Nurputt.
Celia, s, 3 bales hides, Sorabjee Darasha w & Co.
Elgin, s, 4 bales hides, Faizulbhoy Cassombhoy; 25 bales wool, Peraz Champsey and Co; 36 bales wool, Pragjee Vusta; 53 bales wool, Volkart Brothers; 1 bale cotton, Morarbhy Vizbhooean, 250 bales cotton, Wallace and Co; 10 bales cotton, Bechardass Ambaidass; 150 bales cotton, Narronjee Bhunjee.
Redcwater, s, 800 bags wheat, Stearns Hobart and Co; 260 bales cotton, Wallace and Co.

FOR HAVRE.

Nubia, s, 150 bales cotton, Goculdass Cullianjee.

FOR TRIESTE.

Nubia, s, 100 bales cotton, H Cuson and Co.
Persia, s, 78 bales cotton, Kunkler, Preiswerck and Co.

FOR FALMOUTH.

Caldew, 150 bales cotton, W Nicol and Co.

## BOMBAY GOVERNMENT TELEGRAPH OFFICE—22nd JUNE, 9 P.M.

Latest dates from United Kingdom.

Via Russia, 21st June, 8-15 P.M., Greenwich time. Time in transit, 4 hours 24 minutes.
Via Suez, 21st June, 7-15 P.M., Greenwich time. Time in transit, 4 hour 13 minutes.

Latest dates from Continent of Europe.

Via Russia, 22nd June, 10 20 A.M., Greenwich time. Time in transit, 2 hours 15 minutes.
Via Turkey, 21st June, 10 A.M., Greenwich time. Time in transit, 24 hours 11 minutes.
Via Suez, 22nd June, 8-20 A.M., Greenwich time. Time in transit, 6 hours 18 minutes.

Latest date from China.

Via Singapore, 22nd June, 4-50 A.M. Time in transit, 4 hours 50 minutes.

Latest dates from Australia,

Via Singapore, 21st June, 8-46 P.M. Time in transit, 22 hours 57 minutes.

The time occupied in the transmission of messages to Bombay from 8 P.M. of the 21st to 8 P.M. of the 22nd June is as follows :—

| | Max. | Min. |
|---|---|---|
| From Calcutta | 0 37 | 0 5 |
| ,, Galle | 4 57 | 1 23 |

## WEATHER REPORTS.

CANNANORE, 22nd June, 8 A.M.—Weather, rainy, wind south, thermometer 80.

CARWAR, 22nd June, 6-30 P.M.—Weather fine, wind westerly, thermometer 84, barometer 29·92, rainfall 8 cents.

MANGALORE, 22nd June, 8-15 A.M.—Weather fair, wind northwest by south-west, thermometer 87, barometer 29·78.

VINGORLA, 22nd June, 7-30 P.M.—Weather clear, wind west moderate, thermometer 90, rainfall 9 cents.

## TELEGRAPH LINE REPORTS.

KURRACHEE, 22nd June, 8 P.M.—Latest dates from United Kingdom, via Russia, 21st June, 8-15 P.M. Latest dates from Continent of Europe, via Russia, 22nd June, 10-20 A.M.; via Turkey, 21st June, 10 A.M. Cable right to Fao; Turkish line right to Pera; Persian line right to London.

# MILITARY.

DEPARTURES.—JUNE 21.

Gordon, Captain, Madras Staff Corps, to join, to Trichinpoly.
Beaudeik, Lieutenant, Bombay Royal Engineers, on leave, to Ahmedabad.
Patterson, Assistant Surgeon, Madras Medical Establishment, on medical certificate, to England.
Howell, Assistant Surgeon, Bombay 31st Native Infantry, to rejoin, to Jacobabad.
Morris, Major, Madras Cavalry, to join, to Saugor.

## ORDERS BY THE COMMANDER-IN-CHIEF IN INDIA.

Head Quarters, Simla, 12th June 1873.

The Commander-in-Chief in India is pleased to make the following appointments, subject to approval by His Royal Highness the Field Marshal Commanding-in-Chief :—

2nd Battalion 12th Regt—Lieut William Browne Ferries to be Instructor of Musketry, vice Cutbill, promoted. Dated 16th May 1873.

40th Regiment—Lieut James Dalton Gregson to be Instructor of Musketry, vice Phillips, promoted. Dated 15th March 1873.

The C-in-C in India is pleased to make the following appointments :—

6th Bengal Cavalry—Lieut C W Muir, 1st Battalion 6th Regt, a candidate for the S C, to be 2nd Squad Subn, on probation, vice Richardson, transferred to the 18th Bn Cavy. Dated 26th May 1873.

18th Native Infantry—Lieut E V Huyshe, 41st Regt, a candidate for the S C, to be 2nd Wing Subn, on probation, vice Sage appointed 1st Wing Subn. Dated 26th May 1873.

28th Native Infantry—Lieut A R Porter, 2nd Battn 1st Regt, a candidate for the S C, to be 2nd Wing Subn, on probation, vice Rind, appointed 1st Wing Subn. Dated 26th May 1873.

35th Native Infantry—Lieut F F R Burgess, 105th Regt, a candidate for the S C, to be 2nd Wing Subn, on probation, vice Hayes, appointed 1st Wing Subn. Dated 26th May 1873.

Local rank is assigned to the undermentioned officer :—

44th Regiment—Capt W A Wood to be Major, from the 13th May 1873.

The undermentioned officers have leave of absence :—

Royal Horse Artillery.—Capt E D Elliott, (A Batt, C Brig,) from the 19th June to the 13th Oct, to visit Cashmere, Simla, and the hills north of Deyrah, on private affairs.

18th Hussars.—Local Capt E Pulleyne, to England, overland, from date of embarkation, to appear before a medical board.

21st Hussars.—Capt G F Smith, to England, overland, from date of embarkation, to appear before a medical board.

Royal Artillery.—Lt-Col E W E Walker, (16th Brig) from the 14th June to the 15th Oct, to visit Dalhousie, Mussoorie and the hills north of Deyrah, on private affairs, in extension of privilege leave.

Major C G Robinson, (D Batt, 19th Brig,) from the 29th May to the 29th Nov, on medical certificate, to Landour.

Capt and Adjt T Graham, (19th Brig) from the 15th June to the 15th Oct, to visit Murree, on private affairs.

Lt A J Anderson, (G Patt, 19th Brig) from the 7th May to the 7th June, on medical certificate, to Bombay; and thence to England, from date of departure, to appear before a medical board.

Lt G S Ramsay, (C Batt, 9th Brig) to England, overland, from date of embarkation, to appear before a medical board.

Asst Surg E Drew, (19th Brig) to England, for eight months, from date of embarkation, on private affairs.

51st Foot.—Lt B H B Kennett, (Instructor of Musketry) to Nynee Tal, from the 8th June to the 30th Sept, on private affairs.

58th Foot.—Bt Lt-Col R C Whitehead, from the 1st to the 30th March, in extension, to enable him to rejoin.

98th Foot.—Bt Col W Boyle, CB, to England, overland, from date of embarkation, to appear before a medical board.

Bengal Staff Corps.—Lt-Col P H P Gill, (doing duty at Moradabad) to Nynee Tal, Mussoorie, and Simla, from the 15th July to the 15th Oct, on private affairs.

Bengal Cavalry.—Lt-Col G A Galloway, (doing duty at Secunderabad) to Mussoorie, and the hills north of Deyrah, from the 26th May to the 15th Oct, on private affairs.

British Medical Staff.—Staff Surg W R Kerans, to remain in England, on private affairs, from the 11th June to the 31st Oct, in extension.

Staff Asst Surg W Sharpe, M D, to England, overland, from date of embarkation, to appear before a medical board.

Erratum.—In G O C C, p 604, dated 16th Dec 1872, and G O C C p 212, dated 8th May 1873, for Assist Surg W K Steuart, M D, read Asist Surg W K Stewart, M D.

# POSTAL NOTICES.

## DEPARTURE OF OCEAN MAILS.

| | Date. | | Mail. closes. | | After-packet. |
|---|---|---|---|---|---|
| United Kingdom | June 27 | ... | 3-30 P.M. | ... | 4-30 P.M. |
| Kurrachee | ,, 28 | ... | 11 A.M. | ... | 12 A.M. |
| Persian Gulf via Kurrachee | ,, 25 | ... | 11 A.M. | ... | 12 A.M. |
| China | ,, 30 | ... | 4-30 P.M. | } | No after packet. |
| Australia | ,, 25 | ... | 4-30 P.M. | | |
| Mauritius, Reunion, &c. | ,, 0 | ... | 3-30 P.M. | ... | 4-30 P.M. |

## OVERLAND MAIL.

The Overland Mail Steamers of the P. and O. S. N. Company leave Bombay during the Monsoon on Fridays, at 5 P.M.

Letters will be received at the General Post Office up to 3-30 P.M.

Newspapers, Books, and Patterns, up to 1-30 P.M.

Registered Letters up to 1 P.M. Letters presented for registration after that hour will be received up to 3 P.M. on payment of an additional fee of 2 annas on each letter. The additional fee to be paid in stamps affixed to such letters.

Late letters, if fully prepaid by means of stamps in respect both of postage and of late letter fee (4 annas each), will be received at the Pier Post Office from 3-30 to 4-30 P.M.

The latest hour for posting Overland covers at the several Branch Post Offices will be 1 P.M.

Fully prepaid letters will be received on board the Overland Mail Steamer after 3 P.M. up to starting time (5 P.M.) by the payment of an additional fee of Eight Annas. All others will be refused.

The postage chargeable on letters sent to the countries mentioned below *through Trieste* is altered as follows, with effect from the 1st April 1873 :—

| | Present Rates per ½ oz. Annas | Pice. | Revised Rate per ½ oz. Annas | Pice. |
|---|---|---|---|---|
| Austria, Luxemburg, German States, Austrian Post Offices in Turkey | 8 | 8 | 8 | 0 |
| Belgium, Denmark, Netherlands, Switzerland, Moldavia, Wallachia, Servia | 9 | 4 | 9 | 0 |

POSTAGE BY THE BRINDISI ROUTE.

The Postage rates chargeable on Correspondence forwarded "via Brindisi," to the United Kingdom, or places served through the United K dom, are as follows :—

For the United Kingdom.

Each Letter per ½ ounce—annas 8.
Each Newspaper per 4 ounces—annas 2.
Each Book or Pattern Packet not exceeding one ounce—1 anna and 4 pie; not exceeding 2 ounces—annas 2, 8 pies; not exceeding 4 ounces—annas 4, 8 pies; every additional 4 ounces—annas 4 8 pies.

The full prepayment of Correspondence forwarded via Brindisi is optional and all covers not fully prepaid will, unless specially marked by the senders for transmission by any other route and conforming to its conditions, be forwarded via Southampton.

The subjoined Table shows the dates of departure of Overland Mail Steamers from Bombay during the first half of 1873 :—

| At 5 P.M. | At 5P.M. |
|---|---|
| Friday ..... June 27 | Friday ..... July 4 |

## CHINA AND AUSTRALIAN MAILS.

The subjoined Table shows the dates of departure of the China and Australian Mail Steamers from Bombay during the first half of 1873 :—

CHINA MAILS LEAVE BOMBAY ON At 4-30 P.M.
Monday ..... June 30

AUSTRALIAN MAILS LEAVE BOMBAY ON At 4-30 P.M.
Saturday ..... June 28

Registered letters will be received until 1 P.M. on the respective days. The Postage for a ½ oz. letter to the Australian Colonies 8 as. 8 pies.

## DESPATCH OF INLAND MAILS FROM BOMBAY.

REVISED TABLE of the hours for closing the Inland Mails, which came into force from the 11th June and will continue so until further notice :—

| MAILS. | At General Post Office. Ordinary Letters, &c. | After-Packet. | At Branch Offices. |
|---|---|---|---|
| For Bengal, N. W. Provinces, Punjab, Central Provinces, Malwa, Berar, and for the following Post Towns on the N. E. Line of the G. I. P. Railway—Wassim, Mussorie, Egutpoora, Nassick, Munmar, Nandgaum, Chalisgaum; and these from Bhosawul to Jubbulpore and Boorwul to Nagpore | 8 A.M. | 9-30 A.M. | 7-30 A.M. |
| For all Post Towns on the N. E. Line of the G. I. P. Railway, as far as Bhusawul only. | 4 A.M. | 5 A.M. | 5 P.M. of previous day. |
| For all Post Towns on the S. E. Line of the G. I. P. Railway, for Poona, and Madras Presidency; also for Ahmednuggur and Seroor | 11-30 A.M. | 12 NOON. | 11-30 A.M. |
| For ditto on the S. E. Line of the G. I. P. Railway, as far as Poona, Deccan, and S. M. Country | 7-30 A.M. | 8 A.M. | 5 P.M. of previous day. |
| For ditto on the B. B. and C. I. Railway for Guzerat, Kurrachee, Sind, Kattiawar, and Kutch | 4 A.M. | 6 A.M. | 5 P.M. of previous days. |
| For ditto in Southern Concan, &c., for Penn, Nagotna, Mhar, Khed, Dapoolee, and Rutnagherry | 6 A.M. | ..... | 5 P.M. of previous day. |

Registered letters and bangly parcels for despatch by all mails will be received, except on Sundays, from 10 A.M. to 4 P.M.

LETTERS.—There are six deliveries in Bombay every day; at 8 A.M., 10 A.M., 11-30 A.M., 12-30 P.M., 2 P.M., and 5 P.M. The inland post goes out at 8 A.M., for Khandeish, Malwa, Berar, Central Provinces, Punjab, N. W. Provinces, and Bengal, and all post towns on the north-east line of the G. I. P. Railway; for Poona, Southern Maratha Country, and Madras Presidency at 11-30 A.M.; and for Scinde, Kattywar, and Cutch at 4 A.M.; for the South Eastern line as far as Poona, 7-30 A.M. The Overland Mail for England is despatched every Friday evening at 5 o'clock, and closes at 3-30 o'clock. Late packets are received, on payment of extra postage, up till 4-30 P.M. at Apollo Bunder. Postage on inland letters not exceeding ½ tolah ½ anna, 1 tolah 1 anna, 1½ tolah 2 annas, 2 tolahs 2 annas; on foreign letters not exceeding ½ ounce Brindisi 8 annas, 1 ounce Re. 1; via Southampton not exceeding ½ ounce 6 annas, 1 ounce 12 annas

## THE "BOMBAY GAZETTE."

THE following are now the uniform rates of subscription to the *Bombay Gazette* both for town and up-country subscribers :—

| | | | |
|---|---|---|---|
| Subscription for One Year (*Post Free*) | ..... | Rs. | 42 0 0 |
| Half Year | ..... ditto | ,, | 24 0 0 |
| Three Months | ..... ditto | ,, | 14 0 0 |
| One Month | ..... ditto | ,, | 5 0 0 |
| One Week | ..... ditto | ,, | 1 8 0 |

The above rates are for subscriptions paid *in advance*.

## "BOMBAY GAZETTE" OVERLAND SUMMARY.

THE shape of the *Bombay Gazette Overland Summary* is now similar to that of the *Pall Mall Budget*. Residents in distant parts of India will find the *Gazette Summary* a convenient Weekly Paper of Bombay and general news. It contains all the Government Orders, Civil and Military, from the official *Gazettes*; specially-written Money and Commercial Market and Freight Reports; Leading Articles on the principal topics of discussion in India; and all the Local and General Intelligence of the Week.

The Edition for Indian Subscribers also contains the Telegrams received from Europe during the Week, and the Special London Correspondence, Political, Commercial, Military, and Sporting, published in the Daily *Bombay Gazette*.

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Subscription for One Year, *Post Free in India*, Rs. 12.
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## BOMBAY PRICE CURRENT.

THE *Bombay Price Current* is published Weekly at the *Bombay Gazette* Office, on the Departure of the Over and Mail for Europe.

| | | |
|---|---|---|
| Per Annum | Rs | 10 0 |
| Per Copy | ,, | 0 4 |

## TO RESIDENTS OF POONA.

RESIDENTS of Poona may obtain the *Bombay Gazette* DAILY at Messrs. TREACHER & Co.'s, or Messrs. D. S. KEMP & Co.'s, POONA, price, 4 annas. Also, on Tuesday the INDIAN EDITION of the *Bombay Gazette Overland Summary*, containing all the news of the week, the Telegrams received from Europe during the week, and the Special London Correspondence, Political, Commercial, and Sporting, published in the Daily *Bombay Gazette*.

## DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE, AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BIRTH.

YOUNG—June 13th, at Sa'sa, the wife of Mr. R. M. Young, East Indian Railway Locomotive Department, of a daughter.

*The Daily* "BOMBAY GAZETTE," *and the* "BOMBAY GAZETTE OVERLAND SUMMARY," *are filed for reference in the Intelligence Department, Indian Court, International Exhibition, Kensington.*

All MONEY ORDERS, CHEQUES, and other Remittances sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."


# The Bombay Gazette.

MONDAY, JUNE 23, 1873.


AFTER contributing an ordinary expenditure of thirty-four, and an extraordinary expenditure of nine lacs of rupees during the year 1872, the ratepayers of Calcutta would probably be anxious to know what they had got for their money. A guinea a head is the sum contributed to the municipal expenditure by the people of Calcutta. This is no stinted payment in a city which boasts of 20,443 "pucka houses" and 18,421 "huts."

The Justices held thirty-nine meetings during the year. Eight special committees preside over finance, drainage, conservancy, water supply, lighting, road, improvements, and miscellaneous, and jointly these committees held fifty-six meetings. Some of the Committees met only twice during the year, and the Lighting Committee only once, but the Finance Committee held thirty-two meetings. These special Committees must do a good deal of useful work, though it is probable that they possess no power, and their usefulness consists chiefly in aiding the executive with their suggestions. Bombay has been getting on very well without any Committees at all, and the executive are released from the nuisance of being hampered or afflicted by anybody. Even the meetings of the Bombay Bench have lately been unprecedentedly agreeable, and by no means exhausting to the energies of the members who chose to attend. We are not sure that the science of municipal government has not been completely proved during the interregnum which has been allowed to exist for the last seven months.

In addition to the ordinary Bench meetings and special Committee meetings, the Justices of Calcutta disposed of 12,753 "municipal cases." This duty is devolved upon the Magistrates of Bombay.

A drainage and water-works loan of Rs. 25,31,242 was granted by Government, bearing interest 4½ per cent., and to run for a period of fifty years. Calcutta must be congratulated on its good fortune in being placed so near the Treasury. The question has been discussed of requesting Government to become the sole creditor of the Municipality in this way :—"As the municipal debentures fall due, Government to lend the Municipality whatever "sum may be required in excess of the balance "then at credit of the sinking fund to effect the "redemption of the debentures." This request was declined, because none of the existing debentures would fall due for fifteen years. Meanwhile the Lieutenant-Governor has aided the Corporation to this extent that the drainage loan is allowed to run for 33 years. This at least is some recognition on the part of Government, that although a succeeding generation belongs to the future, it is nevertheless a physiological fact that one generation succeeds another. In all Government dealings with Indian municipalities this obvious fact has been regarded with great doubt. If the Government of India finds that the Calcutta Municipality can successfully outlive the span of existence allotted to it by Sir George Campbell, the interval during which other loans will be allowed to run may be prolonged.

It will surprise some of our local water-supply reformers to learn that Calcutta is supplied with water by a 42-inch main, and in addition to the delivery by this main, a separate system for the supply of street watering, &c., is being provided. Nearly six millions of gallons of filtered water are supplied daily to a population only two-thirds that of Bombay, about one and a half millions of gallons of unfiltered water will be delivered in addition. Only 5,874 houses have been connected with the works. We may again mention in this article that the water income is about Rs. 4,96,000, and the expenditure Rs. 2,51,000 exclusive of loans.

The Chairman of the Bench of Justices and the Municipal Engineer are greatly in favour of the new system of drainage which is in course of execution, and it would be strange if they were not enamoured of it. The Chairman says—"The "benefits derivable from drainage works have "commenced to be gradually appreciated by the "public, as will be evident from the fact that "during the year under review the following streets "and lanes have been sewered on the petition "of the inhabitants." The Engineer promises that great things may be expected from the drainage. He says—"I trust that the date when Calcutta may be looked upon as complete in "its arrangements for the extinction of zymotic "diseases, and the misery attendant on *preventible* sickness, may not be far off." Side by side with this glowing picture of a future improved condition of public health, we have the testimony of the Health Officer of the City drawing "special attention to the extremely filthy condition of the native *Bustees*, which he states have "not undergone the slightest improvement at "the hands of their owners since 1868, when he "submitted a special report upon them. All "efforts, adds the Health Officer, to improve the "hygiene of Calcutta will be futile until more "stringent measures are taken to change these "*Bustees* from what they now are—the depots "of filth and hot-beds of disease—to healthy "villages, with proper roads, drainage, and water "supply. The great difficulty is the want of "money." With opinions so conflicting from two heads of departments, it is difficult to know which to choose. The Engineer is expending large sums of money in one quarter, and he maintains that zymotic diseases will be extinguished; the Health Officer looks upon the *Bustees* and is equally sure that all the attempts that are made to improve the hygiene of Calcutta are futile. Yet still the people pay their guinea a head of taxation without much trouble, and put up with the *Bustees* in a way which the Municipal Engineer cannot too much admire. The truth upon this drainage question of Calcutta is, that the efforts to improve hygiene have been begun at the wrong end; the worst parts, "the "depots of filth and hot-beds of disease," should have been first attacked, and then zymotics would have become diminished in proportion to the amount of filth removed, and its further accumulation restrained.

The Municipal railway is worked very satisfactorily at an annual expenditure of Rs. 27,000. 84,000 tons of sweepings were carried away, a portion to Tengrah, and a portion to the river bank to enable the Port Commissioners to make up a valuable property. But we think that this is scarcely the proper use to which town sweepings should be applied. The railway has also brought in all the bricks required for the drainage. The Chairman justly observes "that a "large saving has been effected by maintaining "the line in full working condition." Nothing is more certain than that Bombay will yet demand a municipal railway, and that the want will be supplied. But the cost of the railway will be extravagantly increased by delay.

The jute trade has not only proved beneficial to Calcutta, but the Municipality, in working the Jute Ware-house Act, contrive to realise a considerable income from licence fees, which, last year, amounted to Rs 27,125. "The minimum fee for a licence is Rs. 250, which was "prohibitory in the case of several small houses." It was probably known that a number of poor traders would be deprived of their means of livelihood by fixing the licence fee at Rs. 250. But when "municipal reform" becomes a mania, funds must be provided, and under the high-pressure system, not only is a guinea per head of taxation demanded, but the poor trader is swept out of the well-drained town into that "hot-bed of disease" known as the Bustees.

Calcutta has in one way not been so fortunate with its Municipal market as Bombay—the new structure in "some of the smaller arches "over one of the side row of buildings, intended for dry-goods shops, gave way." And after the occurrence of this misfortune the Mint Master, the Superintending Engineer, and the Garrison Engineer were requested to consider how the larger arches were to be constructed, and the smaller ones too we may

## THE LENGTH OF TIGERS.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—If your numerous readers are not altogether tired of the tiger subject, it may interest them to know that a junglewallah in the C. P. shot a tiger (in '69 or '70) which measured *before* skinning 13 feet 11½ inches from tip of nose to end of tail: he (the J. W.) assured me that he did all he could to make it 14 feet, and even went to the extent of measuring it from end of tail to tip of nose, which made, if anything, a slight difference in his favour, but still did not come up to the 14 feet he coveted. I will not vouch for the truth of the assertion as I did not see the tiger: in fact I may say I am very much inclined to doubt it, as the same party declared to me that he had killed a full grown bear with his walking stick. But, all joking apart, I do not think that getting up a tree to shoot tigers is particularly great sport. I have known gentlemen on the G. I. P. Railway who always walked up to their tiger to shoot it; and I remember Mr. A——t on one occasion standing his ground calmly while a tigress, I think it was charged him; when another bound would have brought the brute on him, he raised his rifle and shot her through the head. She fell dead within a very few feet of him. Several gentlemen were present on the occasion, one of them a very young man who had shot his full-grown male tiger that morning, and I need not mention who he is.

CYMRO.

## BOMBAY.

ACCIDENT.—Two labourers were severely scalded on Friday whilst at work at the Colaba Cotton Press, and were conveyed for treatment to the Jamsetjee Hospital.

STRANGE TRANSFORMATION.—The *Broach Vurtman* states that a Mahomedan beauty of the city has eloped with a Dhed, and has sworn constancy by embracing his religion.

SUDDEN DEATH OF A HORSE.—On Friday evening, whilst Mr. Anderson, House Surgeon of the Jamsetjee Hospital, was driving in the Fort, his horse suddenly fell down dead.

THE WEATHER IN DAMAUN.—A news-letter from Damaun states that there has been no fall of rain, and the heat is consequently intense. Great fear is entertained in respect to the crops.

A VAGRANT.—William Henry Steele, a European, was charged on Saturday, before the Senior Magistrate, at the instance of Inspector Price, with being a vagrant, and was ordered to be sent to the Workhouse at Byculla.

SUICIDE BY A HINDOO WOMAN.—A Coroner's inquest was held on Friday at Sonapore Lane touching the death of a Hindoo woman named Buchabaee, whose body was found floating in a well close by. A verdict of suicide was recorded by the jury.

THE TOWN BAND.—We are glad to notice that a concert is about to be given in aid of the funds of the Town Band, for whatever may be thought of the past performances of the band, it is an institution which we should desire to continue and to improve.

ACCIDENTAL FALL FROM A WINDOW.—A Bhattia, named Gokuldas Jowraj, whilst looking from a window on Friday last accidentally fell out of it. The height of the fall is said to be about thirty feet. He declined going to hospital, and is being attended at his own residence.

A SNAKE SECRETED IN A BOX.—A resident of Sooparee Baugh, named Canjee Cutcha, was bitten by a snake, which secreted itself amongst some papers that were stowed away in a box, and which papers he was at the time removing. It is said he had recourse to native medicines and is now doing well.

FORGERIES AT AHMEDABAD.—We learn from the *Sumacheer Bahadur* that the city police inspector of Ahmedabad has recently arrested a gang of forgers there. In searching their houses, the police discovered letters addressed to other persons, in addition to other documents. A mookhtiar vakil named Chuggunlal Lukhmichund is among the offenders, and has been admitted to bail in the sum of Rs. 1,500.

A SUSPICIOUS CASE.—On Friday, Mahomed Ali Hussan Ali, residing at Moorgee Mohla, reported to the police the loss of a number of ornaments, which his wife some days ago had deposited in a vessel containing corn. A woman who was in the habit of grinding corn for his wife is suspected, as she was seen to take corn out of the vessel after the deposit of the ornaments. Enquiries are being made into the matter.

ANOTHER CHARGE AGAINST THE "BHOOT" PROPRIETOR AND PUBLISHER.—At the Fort Police Court on Saturday, Jetha Khetsey, the publisher, and Rama Succaram, the printer, of the "Bhoot" newspaper, were charged, at the instance of Mr. Charles Peile, public prosecutor, for not conforming to the rule laid down in section 5 of Act 25 of 1867 of the Legislative Council of India. They were adjudged guilty, and were fined, the former Rs. 200 and the latter Rs. 50.

THIRD CLASS RETURN TICKETS.—The Bombay, Baroda and Central India Railway are about to issue cheap third-class return tickets for every station between Bombay and Veraur, which is the extent of the local train service, and so enable all situated between Veraur and Bombay to enjoy a periodical ticket between any two stations. The Traffic Manager also announces that he is also going to issue quarterly, in addition to monthly third-class periodical tickets, the quarterly to be only double the price of the monthly ticket.

THE NAWAB OF CAMBAY.—A native contemporary complains of the disorder and oppression prevailing in the territory of the Nawab of Cambay. A few days ago a burglary was committed in the day-time in the house of a cultivator; and the result of a report he made to the authorities was that the poor man himself was put into jail. The native journalist calls upon the Nawab to mend his ways, and warns him that it would otherwise be his painful duty to draw down upon him the wrath of the British Government. It is to be trusted our contemporary will be true to his intention.

A NEW MODE OF RAISING THE WIND.—A nest of swindlers has turned up in Damaun who have adopted a new mode of raising the wind. They profess to turn every rupee they receive into two and promise to return them to the owner in one week from the date of receipt. Hundreds of persons crowd daily at their house to such an extent that the public road is rendered impassable; and the daily receipts amount to from Rs. 5,000 to Rs. 6,000. Poor deluded people sell their ornaments and entrust the proceeds to the rogues in the hope of doubling their worldly possessions. The swindlers have acted up to their promise in several instances, and thus the delusion is well sustained in the minds of the credulous. *It is whispered* that they have been secretly remitting money to a safe place, and intend to elude their dupes at a convenient hour.

CRUELTY TO ANIMALS.—No one who uses his eyes in a drive or stroll in Bombay can doubt the great necessity for some organisation, such as a "Society for the Prevention of Cruelty to Animals," to prevent disgusting exhibitions of torture to cart bullocks. A correspondent sends us an instance of such cruelty. At Carnac Bunder the other day he noticed a cart so piled up with heavy packages that the poor bullocks were quite unable, notwithstanding all their driver's modes of urging them on, to drag the burden, and at length the packages slid a little to the back part of the cart, lifting the bullocks by the neck off their fore feet. The driver was, as usual in such cases, helpless, sat down, we suppose, asking himself heedlessly what could he do, and so left the animals hanging almost choking for fifteen minutes, at the end of which time our correspondent took upon himself the responsibility of "cutting down" the poor brutes. Cruelty such as this is punishable under the the Penal Code; and orders to police sepoys, though they are not a strikingly intelligent body of men, to show a little more activity in bringing barbarous bullock drivers before the magistrates, might be productive of some good.

DACOITY AND MURDER.—Dr. A. G. Fraser, the Railway Magistrate of Poona, has been for some days been engaged in the investigation of a case of dacoity (gang robbery) which was committed at the village of Malshixus, in the Poorundhur talooka of the Poona zillah, on the night of Saturday, the 24th ultimo, resulting in the death of a Gooroo, or Poojaree, named Marothee bin Sukharam, who was so violently beaten with sticks by the robbers that he died two days afterwards, namely, on the morning of Monday, the 26th ultimo. The deceased's house was attacked by a large gang of dacoits, consisting of Kunbees and Ramosees of the same village, who, after beating the deceased and one of his sons, stole certain bonds and other papers of the value of Rs. 5,500, the whole of which they afterwards burnt to ashes, and gold and silver ornaments of the value of Rs. 125, some of which latter have been recovered by the police. Eighteen of the dacoits were captured by the police, and they were yesterday committed for trial to the next Criminal Sessions at Poona by Dr. Fraser. According to the evidence of two of the sons of the deceased Poojaree, the whole of the accused persons —two of whom have been admitted as approvers— were indebted to the deceased Gooroo in sums aggregating Rs. 1,300; and it is alleged that this serious crime was committed solely in order to destroy all traces of their indebtedness to him. Mr. C. W. Alleu, Mr. J. W. Windsor, and Mr. Tattia Mulharee have been engaged for the defence of several of the prisoners.—*Deccan Herald.*

## RAINFALL IN BOMBAY.

| June | | Byculla. In. Cts. | | Fort. In. Cts. | | Colaba. In. Cts. |
|---|---|---|---|---|---|---|
| 15 | Sunday | 0 23 | ... | 0 3 | ... | 0 8 |
| 16 | Monday | 0 30 | ... | 0 45 | ... | 0 11 |
| 17 | Tuesday | 0 13 | ... | 0 3 | ... | 0 97 |
| 18 | Wednesday | 0 0 | ... | 0 0 | ... | 0 0 |
| 19 | Thursday | 0 0 | ... | 0 0 | ... | 0 0 |
| 20 | Friday | 0 0 | ... | 0 0 | ... | 0 0 |
| 21 | Saturday | 0 0 | ... | 0 0 | ... | 0 6 |
| | Total for the Week | 0 66 | ... | 0 51 | ... | 1 22 |
| | Previously registered | 13 6 | ... | 13 49 | ... | 13 43 |
| | Grand Total | 13 72 | ... | 14 0 | ... | 14 65 |

## HIGH COURT.—23RD JUNE.

[Before the Hon Sir CHARLES SARGENT.]

LONG CAUSES.

281-72—Rimington, Hore and Langley—Goculdas Madhowjee v Ruttonsey Goculdas—Jefferson and Payne.

741-72—Leathes, Crawford and Bovey—W Wallace and others v The Agra Bank, Ld.—No appearance.

746-72—Chalk and Turner—Ramchunder Dadajee v The Secretary of State, &c.—Mr Peile.

773-71—Hope—Succaram Hoolajee v Shaikally Abdool—Mody.

747-72—Manisty and Fletcher—Suraswutibai widow v Crustnajee Dusnajee—J Gopal.

748-72—Tyabjee and Syani—Khaluodina Khulphanbhoy v Poondlic Narayen and others—Mody.

753-72—Macfarlane and Skipsey—Ramchunder Mahadew and another v Hajee Mirza Shafi M—Tyabjee and Syani.

758-72—Hearn, Cleveland and Peile—Thucker Goculdas L v Burjorjee Rustomjee—Leathes, Crawford and Bovey.

759-72—Hearn, Cleveland and Peile—Thucker Goculdas L v Burjorjee Rustomjee—Leathes, Crawford and Bovey.

[Before the Hon. Mr. JUSTICE PINHEY.]

LONG CAUSES.

800-67—Hearn, Cleveland and Peile—Nusserwanjee Dorabjee B v Byramjee Bezonjee and others—Dallas and Lynch.

790-71—Hearn, Cleveland and Peile—Byramjee Bezonjee and another v Dhumbai widow.

596-72—Manisty and Fletcher—Morarjee Cursondas v Chatoobhooj Doss.

441-72—Jefferson and Payne—Bhut Bhoota Shunker v Satyabhamabai widow and others—Hearn, Cleveland and Peile.

689-72—Tyabjee—Naronjee Shamjee and others v Ruttonjee Eduljee B—Macfarlane and Skipsey.

690-72—Tyabjee—Soojavoodin Tyabjee v Narondas Runchordas—Jefferson and Payne.

696-72—Rimington, Hore and Langley—Jethanund Chelaram v Meghjee Premjee—Macfarlane and Skipsey.

722-72—Tyabjee and Sayani—Balmukond Eknath Bawa v Baskerbai and others—No appearance.

729-72—Tyabjee and Sayani—Memon Hajee Sullamon Tyab v Memon Essa Khan Mahomed—Jefferson and Payne.

739-72—Dallas and Lynch—Gomtibai widow v Foolvaho widow—Leathes, Crawford and Bovey.

[Before the Hon. Mr. JUSTICE GREEN.]

LONG CAUSES.

594-72—Craigie, Lynch and Owen—Hakoobai, widow, v Luckmidas Damjee and others.

241-72—Hearn, Cleveland and Peile—Chandoo Ragoonathjee v Bapojee, Narayensett and others—Ghandibhoy, Judge, Rimington, and Leathes.

404-72—Shapoorjee and Thakurdas—Sha Govurdhundas Cursondas and another v Esmail Ebrahim.

953-70—Munshi—Chintoba Purshotumjee v Thucker Ruttonjee Lalljee—Tyabjee and Sayani.

356-72—Dallas and Lynch—Dinshaw Bhicajee Khan v Khuttao Ganjee and others—Garud.

54-73—Manisty and Fletcher—Khaluodina Khalfanbhoy v Madhowrao Dinanath—Ghandibhoy.

291-72—Jefferson and Payne—Cursetjee Nusserwanjee Cama and others v Nusserwanjee Ardasir Wadia—Leathes, Crawford and Bovey.

334-72—Tyabjee and Sayani—Mungeshrao Raghoonath v Fatmabibee—widow—Dr Dallas.

102-72—Garud—Bhugwandas Mummohundas v Munmohundas Davidas—Shapoorjee and Thakurdas.

246-72—Jefferson and Payne—H Vurreer Hajee &c. v K Meerally Dhurrumsey.

687-71—Manisty and Fletcher—Goculdas Purshotumdas v Bayee Agee and others—Dallas and Lynch.

194-72—Khunderao—Bapoojee Morojee v Nusserwanjee Ardaseer Wadia—Rimington, Hore and Langley.

675-72—Prescot and Winter—C. N. Cama v B. Morojee—Khunderao Morojee.

[Before the Hon. Mr. JUSTICE BAYLEY.]

LONG CAUSES.

470-72—S. Pandoorung—Wishwanath Govindjee v Govind Narayen and others—K. Morojee,—Part heard.

383-72—Tyabjee and Sayani—Nowrojee Muncherjee and others v Jamsetjee Dhunjeebhoy—Maushi.

510-72—Hope—Henry Gamble v Hallimbai, widow.

514-72—Dallas and Lynch—Nusserwanjee Rustomjee v Moosa Hajee Jooma and others.

518-72—In person—Esmail Essack v Rabiabebee, widow—Mody.

## SHIPPING ITEMS.

THE BRITISH SHIP ALPINE, 1164 tons, Captain L. F. Lenders, will sail to-day for Liverpool with a cargo of 2510½ cwts. linseed, 5,786 bales cotton, 177½ coir yarn, 49 cwts hemp, and 273 cwts horns.

THE AMERICAN BARQUE POCAHONTAS, 1132 tons, Captain W. M. Duncan, will sail to-day for Liverpool, with a cargo of 6059 bales cotton, 2850 cwts. linseed, 275 cwts. gall, 693 cwts. hemp and 117 cwts. coir.

S. S. SIR JOHN LAWRENCE.—The steam ship Sir John Lawrence, 466 tons, Captain G. Balwin, sailed on Saturday last for Calcutta via Malabar and Coromandal Coasts, with a general cargo and 25 deck passengers.

THE BRITISH SHIP MELICENT, which cleared from Akyab on the 29th ultimo, with 124,425 baskets of rice, for Falmouth, struck on the bar outside while proceeding to sea, under pilotage charge of Mr. Pilot H. Parker, and had to put back.

S. S. EUPHRATES.—The B. I. S. N. Company's s.s. Euphrates, 499 tons, Captain J. Melville, sailed on Saturday last for Kurrachee, with a general cargo and the following passengers:—Mr. L. E. R. Smith, Dr. J. S. Howell, Mr. and Mrs. Rice and an infant, and 8 deck passengers.

THE STEAMER J. C. STEVENSON, Commander T. S. Beal, anchored in the roads on Tuesday night, after having made even a quicker passage than the John Tennant, which, as we mentioned the other day, was the fastest that had yet been made by a Canal steamer. She anchored in the Madras roads at 11-30 on Tuesday night. The Stevenson, therefore, was only 31 days and 6½ hours in running from the London docks to Madras, including the delay in the Canal.—*Madras Mail.*

### STATE OF THE TIDE AT BOMBAY.

| HIGH WATER. Time. | Height. | JUNE. | LOW WATER. Time. | Height. |
|---|---|---|---|---|
| H. M. | FT. IN. | | H. M. | FT. IN. |
| 10 40 m | 6 0 | Monday..... 23 | 3 50 m | 7 1 |
| 10 10 a | 3 6 | | 4 36 a | 2 5 |
| 11 21 m | 6 4 | Tuesday..... 24 | 4 33 m | 7 3 |
| 10 58 a | 3 6 | | 5 21 a | 2 7 |
| 0 5 m | 6 4 | Wednesday ... 25 | 5 15 m | 7 2 |
| 11 34 a | 3 6 | | 6 4 a | 2 8 |
| 0 41 a | 6 1 | Thursday ..... 26 | 5 52 m | 7 0 |
| ..... | ..... | | 6 42 a | 2 8 |
| 0 12 m | 5 4 | Friday ..... 27 | 6 28 m | 6 7 |
| 1 15 a | 5 11 | | 7 19 a | 2 7 |
| 0 51 m | 5 0 | Saturday ..... 28 | 7 4 m | 5 10 |
| 1 49 a | 5 6 | | 7 58 a | 2 7 |
| 1 34 m | 2 7 | Sunday ..... 29 | 7 42 m | 5 0 |
| 2 26 a | 5 0 | | 8 40 a | 2 6 |

Moon—New, 25th, 2h. 2m. A.M.

## VOLKART'S UNITED PRESS COMPANY.

It may not be generally known that a new press company has been formed in Bombay upon a very extensive scale, and was registered on the 4th inst. under the name of Volkart's United Press Company, Limited. It has been formed by amalgamating three Press Companies which are in full working order and known as the Oomerawuttee Press Company, the Bhownuggur Press Company, and the Tinnevelly Press Company. General meetings of shareholders of these three companies were held on Saturday last at the registered offices, 5 Rampart Row, for the purpose of finally winding them up. Mr. O. Nölke, partner in the firm of Messrs. Volkart Brothers, the secretaries and treasurers of the three old companies as well as of the new company, was called to the chair. The abstract of accounts prepared by the liquidators of the three companies, Messrs. M. R. de Quadros and Sadanund Balcrishna, were placed before the shareholders. The attendance was extremely small, there being just a sufficient number present to form a quorum, that is at most eight shareholders. A resolution to the following effect was unanimously passed in the case of each of the three above-mentioned companies:—"That the final accounts and report of the liquidators, showing the manner in which the winding up has been conducted and the property of the company disposed of, be approved, and the company be now considered as dissolved from this date, and all the books and papers be handed over to the secretaries and treasurers of the new company." A vote of thanks to the chairman closed the proceedings.

## CRICKET AT SATTARA.

THE following matches were played on the 12th and 19th June respectively:—

MILITARY v. CIVIL.

MILITARY.

| | 1st Inning. | | 2nd Inning. |
|---|---|---|---|
| Pte Asbenden | b Adams | 5 | b Vidal 8 |
| Pte Hart | b Ozanne | 0 | b Adams 0 |
| Corpl Larmour | b Ozanne | 5 | Run out 13 |
| J W Anderson, Esq. | b Adams | 5 | b Reinold.. 10 |
| Pte Horsfield | c Young b Adams | 2 | b Ozanne 7 |
| C T Dickson, Esq | b Ozanne | 0 | c MacTier b Adams 3 |
| Corp Hart | b Ozanne | 0 | b Adams 5 |
| Pte Porter | c Ozanne b Adams | 0 | b Adams 0 |
| Col Thatcher | b Adams | 2 | c MacTier b Vidal 4 |
| Pte Hanton | b Adams | 2 | Not out 0 |
| Pte King | Not out | 7 | b Vidal 8 |
| | Extras | 7 | 2 |
| | Total | 35 | Total 65 |

CIVIL.

| | | | |
|---|---|---|---|
| E C Ozanne, Esq | c Corp Hart b Pte Hart | 11 | Not out 2 |
| R T MacTier, Esq | b Hart | 18 | c King b Horsfield 13 |
| E K Reinold, Esq | c Corpl Hart b Pte Hart | 17 | Not out 4 |
| G W Vidal, Esq | b Horsfield | 18 | |
| J Young, Esq. | b Horsfield | 2 | |
| C Coles, Esq. | b Hart | 0 | |
| J Adams, Esq. | Pte Hart b Horsfield | 1 | |
| J Davidson, Esq. | b Horsfield | 6 | |
| C Worgan, Esq. | c and b Larmour | 3 | |
| E Williams, Esq. | c and b Horsfield | 0 | |
| Substitute | Not out | 11 | |
| | Extras | 17 | 2 |
| | Total | 89 | Total 21 |

THE REVENUE DEPARTMENT v. THE STATION.

THE STATION.

| | 1st Inning. | | 2nd Inning. |
|---|---|---|---|
| E K Reinold, Esq | b Adams | 17 | b Ozanne 19 |
| J W Anderson, Esq. | c Grant b Adams | 11 | b Ozanne 0 |
| Pte Asbenden | b Ozanne | 8 | b Vidal 2 |
| R F MacTier, Esq. | b Adams | 5 | b Ozanne 1 |
| C J Dickson, Esq | c Adams b Ozanne | 10 | b Vidal 6 |
| C Coles, Esq | b Adams | 4 | b Ozanne 0 |
| Col Thatcher | c Grant b Adams | 0 | c Do. b Adams 13 |
| Capt Brown | c Ozanne b Adams | 1 | b Ozanna 0 |
| P Maitland, Esq. | b Ozanne b Adams | 0 | b Ozanne 4 |
| C Worgan, Esq. | Not out | 3 | b Ozanne 4 |
| Pte Porter | b Ozanne | 4 | Run out 0 |
| Pte Hanton | s Vidal b Adams | 2 | Not out 0 |
| | Extras | 6 | 10 |
| | | 71 | 60 |

REVENUE.

| | | | |
|---|---|---|---|
| J H Grant, Esq | b Reinold | 11 | b Porter 0 |
| Pte Hart | b Reinold | 4 | b Porter 0 |
| E C Ozanne, Esq | b Reinold | 13 | c and b Reinold. 3 |
| G W Vidal, Esq. | b Reinold | 6 | c Reinold b Porter 8 |
| J Young, Esq | c Reinold b Brown. | 8 | b Porter 4 |
| J Adams, Esq. | c Brown b Porter | 4 | s Anderson b Porter 10 |
| J Davidson, Esq. | b Porter | 8 | Not out 6 |
| Corpl Larmour | b w, b Brown | 9 | Not out 10 |
| Pte Horsefield | b Porter | 5 | |
| Pte Banks | b Brown | 1 | |
| Pte Downing | b Brown | 0 | |
| Pte Barham | Not out | 4 | b Porter 0 |
| | Extras | 10 | 5 |
| | | 83 | 46 |

## INDIAN ITEMS.

THE PESHAWUR FORTIFICATIONS.—We believe the truth about the Peshawur fortifications to be, not that they are to be finished at once on the scale designed during the Viceroyalty of Sir John Lawrence, but that they are to be completed, with all convenient speed, on a system modified and reduced so far as may be consistent with a fair realization of the original object.—*Pioneer.*

FITZGERALD *vs.* FITZGERALD.—This matrimonial suit for dissolution of marriage has been filed in the High Court of Madras. As the parties are residents of Bangalore, the Registrar was directed by the Judges to issue a commission to the Bangalore Commissioner, for the examination of certain witnesses. This was accordingly done; and it is expected that the commission will shortly be returned with the necessary evidence, when the cause will be heard before the High Court Judges.—*Bangalore Spectator.*

DOMESTIC BLISS.—The hot weather will not pass away without a divorce case. A suit was filed last week, on the matrimonial side of the Chief Court, by a medical officer, who seeks a divorce from his wife. The co-respondent is a gallant subaltern in a regiment stationed in the North-Western Provinces. Mr. Reynolds has been retained for the petitioner. The trial of the case falls to the lot of Mr. Justice Wilkinson. The settlement of issues is fixed for some date this month —*Pioneer's* Lahore Correspondent.

MADRAS MEDICAL APPOINTMENTS.—Dr. Young, Garrison Surgeon of Bangalore, having been appointed to act as Deputy Inspector General of Hospitals in the Mysore Division, Dr. Fitzgerald will, we understand, succeed Dr. Young as Garrison Surgeon at Bangalore. In Tuesday night's *Gazette* Dr. Furnell is appointed Superintendent of the Eye Infirmary. Dr. Brockman, however, is to officiate in the appointment during Dr. Furnell's employment elsewhere, and Dr. W. E Wright will act for Dr. Brockman as Assistant Surgeon to the General Hospital.—*Madras Mail.*

MADRAS CLERGY.—The last incumbent of the Fort Chaplainy, Bangalore, Mr. Webber, died on the 18th May 1872, and from that date to the end of March the Colonial and Continental Church Society has been unable to supply the vacancy. The Society has now nominated the Rev. A. J. Wilkins, and the Bishop of Madras has licensed him to the cure. The Bishop having applied to Government for a payment of Rs. 150 a month on account of the new chaplain, has been informed by H. E. the Governor in Council that a larger allowance than Rs. 100 per mensem cannot be sanctioned.—*Madras Mail.*

ANOTHER EMEUTE IN THE CALCUTTA SAILORS' HOME.—The Police Reserve Force last Saturday night (9P.M.) received information of a disturbance taking place outside the gate of the Sailors' Home. The constables turned out in a body as soon as they could, but on arrival found that the mob had dispersed. The combatants, we are informed, mauled each other well, but the amount of injury sustained has not been ascertained. These rows, we are told, result from the establishment of a canteen in connection with the above institution. For the peace of the community, it ought to be abolished if it cannot be conducted without disturbances like the above-mentioned.—*Indian Daily News.*

MARRIAGE REGISTRARS.—The Governor-General in Council has appointed the persons respectively holding the under-mentioned offices, for the time being, and being Christians, to be Marriage Registrars, in respect of the places specified opposite the designation of each, and has granted to them a licence authorising them to grant certificates of marriage between native Christians within their respective localities, namely—the Political Agents at Bhopal, Gwalior, Bundelcund, Bhaugulcund, and Western Malwa; Political Assistant, Goonah; Bheel Agent and Political Assistant, Sirdarpore; Deputy Bheel Agent and Political Assistant, Maunpore, and First Assistant to the Agent to the Governor-General for Central India.

YARKAND JEWELLERY IN KENSINGTON.—Among the articles sent from the Punjab to the Kensington Exhibition for this year, a list of which is published in the last *Punjab Gazette*, is a collection of gold ornaments worn by the highest class in Central Asia, made at Aksu, in Yarkand, of the purest gold, the value of which is estimated at Lahore at Rs. 21-8 per tola. The collection consists of a head ornament, a set of ornaments for a scarf worn round the neck with flowing ends and tassels, a spare set of ends for the reception of the tassels, a similar set made round, and intended to be enamelled, four sets of ornaments to be sewn down the sides of dresses, and a set to be worn round the edge of the cap. Only the gold work has been sent, but each article shows the places where jewels are intended to be inserted. The collection has excited great admiration amongst people who have seen it in England.—*Englishman.*

AMENDE HONORABLE.—Four months have passed since we prominently noticed the severe censure passed by the local Government on Mr. Macnaghten, Superintendent of Excise, North-Western Provinces. That officer, to the surprise of every one, was spoken of as wanting in zeal and as being neglectful of orders, while the department over which he presided was said to be "that one of all the departments of Government which is worked with the least knowledge." Indeed, the censure passed upon Mr. Macnaghten was of such singular severity that no one who read it could help suspecting that there must have been some mistake, for the officer censured was well known to be one of the most zealous, as he certainly was one of the most conscientious, servants under Government. And that suspicion has been amply justified, for to-day we re-publish elsewhere an expression of Sir William Muir's sincere regret that his censure should have fallen where it was not deserved.—*Pioneer.*

A DRIVE ROUND ULSOOR LAKE AT BANGALORE.—The residents of Bangalore, we feel sure, will be glad to hear that the Assistant Quarter Master General's proposal for continuing the drive round the Ulsoor Lake by making a roadway at the back of the houses in the Sapper's lines, was received most favourably by the Municipal Commissioners at their regular meeting on Tuesday morning, and plans and estimates were ordered to be prepared at once. Reference to the military authorities will, however, we presume, have to be made before anything final is decided. No opposition, it is tolerably certain, will be made by them to such an improvement in this one of their principal sanitaria. By reclaiming the waste land between their compounds and the lakes, the houses themselves will be much benefitted by not being so much subjected to damp particularly in the wet season. This drive will be a great boon, as during the hot months it is the only pleasant one in Bangalore, being the coolest and most free from dust.—*Bangalore Spectator.*

LAW-BROKERS IN CALCUTTA.—The Police Court having at last got rid of the brokers who had been infesting that place from time immemorial, those gentlemen have found their way into the Calcutta Small Cause Court. The latter place is daily thronged with nearly a hundred of them. Before the sitting of the courts, the men parade outside the Court-premises, waylaying suitors, and trying to get money out of them. On Wednesday last, a blind old woman, who had a claim against a native, had entrusted her case to a native broker. She paid the man the costs of the suit and the pleader's fees. The broker got from the defendant in the suit the Rs. 8. Before the case was called on the broker told the woman that he had left the kuth, or promissory note, at home, and had forgotten to bring it. She had better state to the Judge, when applying for an adjournment, that she had left the document at home; if she mentioned his name, the case would be dismissed. The woman did so accordingly, and the Judge nonsuited the case, on the ground that it was gross carelessness on her part for neglecting to produce the only document upon which she relied. Why cannot the brokers be ousted from the Small Cause Court in the same way as they have been driven out of the Police Court?—*Englishman.*

## THE COMING BANGALORE RACES.

(*Bangalore Spectator.*)

THE racecourse of a morning presents a gay and lively scene and now that the meeting draws nigh, we propose treating our sporting readers from time to time with our ideas of the respective merits of the different horses. We will commence with the first day's race, of which the Trial Stakes is the first on the card. There are seven horses entered for this race, and we imagine that the 1st July will witness the entry of two more, viz. Satellite and Fireman. Of this lot not more than six will probably face the starter. Moselle we consider is certain to be one of the absentees, as a few mornings since she was asked the question by her native jockey contrary to the intention of her owner. She replied in a satisfactory manner by completing the round in an unprecedentedly short time, which had the effect of terminating her chance in the race. It is probable that only one of H. H.'s horses will put in an appearance, and that one will be Zoeba. The race lies between Bridesmaid, Zoeba and Satellite with an off chance for Rapparee. Zoeba is undoubtedly a fine mare and carries with her the prestige of winning last year's cup, but we think the company is a little too select, though she will be steered by the redoubtable Brewty. Mr. Joseph's horse is a grand upstanding chesnut with a fine quarter, but in our opinion rather sluggish, and we doubt his capabilities, especially in a short race, where he has to meet two such clippers as Bridesmaid and Satellite. Freeman is nothing but the shadow of his former self, and his coat presents a mangy appearance; we may however have something more to say about him before the day of the race, though we cannot at present have much faith in this son of obscurity. As far we can see the final tussle will be between Bridesmaid and Satellite with the latter for choice. Bridesmaid in point of breeding has the advantage, but she has been beaten by Satellite, and we are inclined to let our judgment go by public form.

The next race is the Maharajah's Cup for which there are 20 entries, and the 1st July will see one more added viz. Bin Nusseer, the property of one of H. H.'s relatives. If we are not misinformed by a Bombay correspondent, he will prove a hard nut to crack, as we believe he has given a most wonderful trial, better even than that of Desert Born and Arab Child, and if his owner's watch did not forget to move on, it proves him one of the best Arabs ever imported. It is a question however whether Bin Nusseer can be got fit to run 1¼ mile by the middle of next month. In H. H.'s stables there are five entries for the cup, and if constant galloping with trials every other day, Sundays not excepted, could insure success, the cup without doubt will decorate the table of this lineal descendant of the Prophet.

We cannot however dismiss the Aga's stable in this summary way. Saum's best distance is a mile, and we expect him to stop at the top of the hill to admire the scenery. Khusroo is a flyer, can stay for a week, and will be there or thereabouts, provided his understandings do not fail him at the last. Lachin presents a mean tucked up appearance, and to any one but a regular habitue of the course might be mistaken for Brilliant. Eldrem and Sohiel, to our thinking, are held safe by Khusroo.

The next big stable is Mr. Ali Abdoola's, which contains horses belonging to more than one supporter of the turf, who, relying on Abdoola's unblemished honour and well-merited success of late, have trusted the fortunes of their horses to his guidance. Mr. Abdoola's Red Eagle has lately changed hands at a very long figure, and is now the property of Major Lindsay and rejoices in the high-sounding name of Desert Born. He has been doing strong work for the last month, a little too strong to please some of the cognoscenti. He is without doubt a magnificent Arab, but a little slight below the knee and somewhat short in his action; nevertheless he gallops like a locomotive, and the only doubt is his breeding, which is undoubtedly inferior to that of his stable companion, Arab Child. We wish his owner success, but we must point out that though he is fortunate in possessing Chieftain, yet long prices do not necessarily command success. In Arab Child his owner places great confidence, but we do not like his style of going at all, which resembles that of a wind, mill more than that of a race horse, yet we hesitate to offer an opinion contrary to that of such a perfect judge of Arabs as his sporting owner, and we advise our readers not to take too great liberties with him. Mr. Jones's string also in Abdoola's stable contains Bheel Chief, Scottish Chief and Moosa. The former distinguished himself at Bombay last meeting by running a dead heat with Khagan, one of the cracks of the season, and we think he would have won had Khagan's rider had the mount. Bheel Chief is not unacquainted with the ups and downs of our undulating course, as last year he had many a spin with his companion Scottish Chief, who invariably had the best of it. But we think Bheel Chief is in better form than he was last year. Our old friend, Moosa, is a rank duffer though he is expected to do wonders some day of the Greek Calends. We regret we have no great opinion of the two horses belonging to that indefatigable trainer, Mr. Ali Asker; they are Shyday and Chusan. We advise our readers to shy the first and not to choose the latter. Last Sunday witnessed a trial between these famous horses in which Chusan had much the best of it, and if we may judge from the radiant smile which over-spread the swarthy but benign countenance of the owner as he emerged from the recesses of his palanquin coach, he has not resigned all hopes of carrying off the trophy. Adonis and Bowleg, the property of Abdool Rahmon, cannot be lightly passed over. Adonis does not possess one quarter of the quality of Bowleg, and we doubt if a one could bring them together. Bowleg is a grand horse all over, quite the beau ideal of an Arab race horse, his style of going is undeniable. Some good judges think that a slight thickening on one of his fore legs is rather against his chances, but the way in which he has stood his preparation up to this time, and the pace at which he goes down hill without inconvenience to his so called dickey leg, warrants us in asserting that he is perfectly sound; and we shall certainly entrust him with some of our money.

Mr. Covey's Marksman is irregular in his appearance on the course, and therefore we have "not given him the first place. He has a stride like a Waler, and if he can be brought to the post fit, we think Bowleg will have to contest himself with the second place.

Our attention has not been particularly attracted to Mr. S.'s Star of India nor to Capt. Local's Sunshine though we believe Sunshine's owner has a great opinion of him, and is prepared to back him against any horse in the race. We intend to pay Mr. Dunbar's private training ground at Oossoor an early visit, and shall then be in a position to give an account of his crack maidens.

We now proceed to the Maidens' Galloway race which may produce a field of eight starters; first and foremost among whom is Saladin; he has wonderfully improved since last year, when he ran a good second to Chieftain, the best galloway in India. Bar accidents the race must be his, and it is on the cards he may carry off one more laurel during the meeting, viz., the Ladies' Purse. Of the rest they will probably catch the judge's eye in the following order: Old Court, Crossbee, Mirakbore with the others as whippers in. We anticipate seeing Mr. Atlas's Royalist entered on the 1st July, and if so should not be surprised to see him make Saladin gallop his best, though we fear his owner will have to wait another year before he sees the little horse in his best form.

We fear our article has already trespassed on the patience of our readers, so we will defer any further remarks for a future issue.

Bangalore, 16th June 1873. FOSCO.

"Berkeley, September 1869.—Gentlemen, I feel it a duty I owe to you to express my gratitude for the great benefit I have derived by taking "Norton's Camomile Pills," applied to your agent, Mr. Bell, Berkeley, for the above named Pills, for wind in the stomach, from which I suffered excruciating pain for a length of time, having tried nearly every remedy prescribed but without deriving any benefit at all. After taking two bottles of your valuable Pills, I was quite restored to my usual state of health. Please give this publicity for the benefit of those who may thus be afflicted.—I am, Sir, yours truly, HENRY ALLEN." To the Proprietors of Norton's Camomile Pills."

## POLICE REFORM.

(*Englishman.*)

MR. CAMPBELL would, we think, be doing a lasting service to Bengal, if he would try, in one or two districts, the experiment of such a scheme of administration as that sketched in general terms by the writer of the article on "The Administration of Justice in Bengal," in the last number of the Bengal Magazine, and more in detail by ourselves in these columns sometime ago. Let an active and intelligent Deputy Magistrate, with directing and supervising powers over the police, and jurisdiction over all the petty cases, however preferred, be placed at each thannah. Do away with District Superintendents and Assistant Superintendents of Police. Make a clean sweep of the whole establishment of constables for police purposes, creating in their place a superior grade of village chowkidars, a certain number of whom might be kept in attendance at the thannah in rotation, forming a link which does not at present exist between the people and the thannah, and constituting a source of authentic local knowledge to the Inspector. Such a scheme would, it seems to us, kill several birds with one stone. It would cure, on the one hand, the admitted want under which our criminal judiciary labour of the means of ascertaining the real facts of cases; it would entirely remove one fertile cause of corruption in our police, the infamous constable, and would furnish a most wholesome check on the dishonesty of police officers. It would remove the chief obstacle to the enlistment of a better class of rural police; viz., the rough treatment to which they are subject at the hands of the thannah constabulary, and would enable the police officer to avail himself more freely of the knowledge the rural police possess, by placing him in more immediate relations with them. It would greatly abate the dislike felt by the people to the thannah. It would make it practicable to utilise the thannah as a centre of a really efficient system of registration. It would bring justice of a superior character to every man's door.

It is admitted on all hands that the plan of increasing the pay of the police has failed hopelessly to secure honesty, or even to attract a class of men in whom honesty can be reasonably looked for. At the same time every attempt to improve the rural police has equally failed, and must necessarily fail as long as the thannahs continue corrupt and oppressive. The new method of officering the police in the superior appointments has done little more than introduce a fresh element of mischief by creating a powerful source of protection for delinquent subordinates. Some change is absolutely necessary if the administration of justice is to be anything better than a cruel farce; and no half-measures are likely to be attended with any success.

## INCREAS

## LETTER AND STATEMENT FOR THE PROPRIETORS OF THE P. & O. S. N. CO.

FROM CAPTAIN GEORGE BAIN, LATE A MANAGER OF THE COMPANY.

*(Concluded from our Friday's Issue.)*

98. You may judge from my letter of the 18th July, 1871, whether or not I was, when writing it, discharging my duty to the proprietors, as the *Nautical Member of the Management*, when I thus risked (and as the event proved) augmented the censure of the Managing Directors, which had been incurred by my previous action in the same and similar matters.

99. I append a copy of Mr Bayley's reply (dated 21st July, 1871) to that letter, which while it faintly indicates that displeasure, disputes the soundness of my views. At the close of this section, I shall refute his arguments.

100. My letter of the 18th July, 1871, referred to the Surat and Mongolia, upon the assumption they were to be dealt with *at once*; but continued procrastination having prevented anything from being done, down to the summer of 1872, I then availed myself of a favourable opportunity to move, with a view to immediate action, with respect to them. A more satisfactory arrangement than the present would have resulted had that negotiation been carried out for the work now decided upon, inasmuch as the vessels would have been ready for work again so much sooner than they are likely to be now, that the saving in coals consumed in the interval by the two ships would not be less probably than about £10,000, more or less, exclusive of the gain from the freight on about 1,600 tons more cargo. The Surat is one of the ships mentioned in more than one of my letters from India in 1870, yet she will not be reconstructed before 1874, and her present state is depicted in a letter in the *Times* of the 19th March, 1873, from the Melbourne Correspondent of that paper. The following is an extract from that letter :—

101. "I was one of some seventy-five saloon passengers, who at the latter end of last month, left Galle for Melbourne and Sydney. The steamer had been detained at Galle five days waiting for the Surat to arrive with the English mails, and the Surat had been, detained as the officers of the ship stated in explanation by reason of not being able to steam anything like up to her nominal power, in consequence of the very defective condition of her boilers. I was a little surprised at this explanation, seeing that I had been only a few months before a passenger from Galle to Southampton in this same Surat, whose slowness was then also attributed to the boilers, and we then also received the further explanation that she was going home to have these boilers properly repaired. That no repairs had been effected was apparent from the piles of bad boilers being repeated on her return to Galle n December, when she transhipped her Australian passengers into the Baroda ; and in this condition she must, towards the fall of the year, have passed through the Bay of Biscay, not a comfortable sea for a weak-boilered steamer. Let us follow these passengers into the Baroda, and see whether they were there much better off. Detained for five days as already explained, she was herself so deeply laden with cargo (300 tons of which were taken in at Colombo) that even in the smoothest seas—and fortunately we had no seas that were not smooth—the ports of our cabins were all necessarily kept closed, leaving to the passengers the limited choice between partial suffocation if they attempted to sleep below, and all bat inevitable rheumatism if they passed the night on deck. Now to the reader who has never been a voyage in a steamer through the tropics, it may seem a matter of little consequence whether the ports are opened or closed, but when it is considered that these cabins are only seven feet long, by about the same width, and that three adults must pass the night in this narrow crib 'or deck it,' the grievance is a serious one indeed. I was, therefore, not at all surprised to hear, from all classes of passengers alike, a constantly avowed preference for the Messageries boats, which for speed (10½ knots to the Peninsular and Orientals 9) size of cabins, ventilation, diet, and general comfort and accommodation, are pronounced by those who have tried on long voyages both lines of steamers to be greatly superior to the boats of the Peninsular and Oriental Company."

102. I have thus dealt with this general question, and illustrated it by the case of the Nubia. I shall now show the advantages of my policy, as compared with that which has been done, or rather, left undone, in the case of our four paddle steamers, by giving the following extract from my letter of the 26th November, 1872 :—

103. We had four paddle steamers very suitable for conversion ; of these, the Syria has been sold, the Nyanza lies at Southampton with the probability of being sold, while the Massilia has gone to China, and will be followed by the Delta. The loss at which the two latter will be worked there, will be something considerable every voyage. The advantages the company would have derived from the adoption of my views on reconstruction, if acted upon, since I urged them so strongly in 1868-9, may be indicated by the following statement respecting these four paddle steamers. They might have been lenghtened and converted in 1869, at an entire cost (including a nominal price for the original block, at the rate paid for the Syria) of about £40,000 to £45,000. The four old ships do actually carry about 1,650 tons cargo, and expend each about 46 tons of coal per day, while 7,000 tons represent the capacity of the four converted ships, and they could be navigated with an expenditure of about 24 tons coal each per day."

104 I shall now show in figures the *comparative* result of sailing these four steamers between England and Hongkong for a year, estimating freights at an average of £4 per ton, outwards and homewards, and assuming they make three passages out and two home. That represents the advantage of thus dealing with these four ships as being about £150,000 per annum. As, however, I deal only with *comparative* results, no account has been taken in either case of the expenditure on pay, victualling, port charges, depreciation or other charges, nor of passage money. It should be added, however, that the expenditure on pay and victualling would not be augmented by the change, while the passenger accommodation would be improved.

Pro forma sketch for the four paddle steamers :—

| | | |
|---|---|---|
| 1,650 tons cargo at £4 per ton | | £6,600 |
| Charges. | | |
| Coals, 192 tons per day, 43 days, 8,256 tons at £2 5s. | £18,576 | |
| Canal dues on 7,270 tons at 8s. per ton... | 2,908 | |
| Canal pilotage, say | 200 | 21,684 |
| Apparent loss on one passage | | £15,084 |
| *Reconstructed.* | | |
| 7,000 tons cargo, at £4 per ton | | 28,000 |
| Charges. | | |
| Coals, 88 tons per day, 43 days, 3,784 tons, at £2 5s. | £8,514 | |
| Canal dues on 8,500 tons, at 8s. | £3,400 | |
| Pilotage, say | 200 | 3,600 12,114 |
| Apparent gain on one passage | | £15,886 |
| Apparent advantage of reconstruction on one out of five passages | | £30,970 |

105. Having thus given the result of dealing with *individual* ships, it is desirable to show the general capabilities of the fleet of 1868 for similar treatment. The following figures represent, therefore, the effect of having dealt with three-fourths of that Fleet in the comprehensive manner proposed as applicable to different ships :—

| | | |
|---|---|---|
| 36 ships, of which the original cargo capacity is | 22,000 | tons. |
| Might have had that augmented to | 60,000 | ,, |
| Representing an annual loss of tonnage of | 190,000 | ,, |
| On the other hand, the daily saving of fuel by conversion and fitting the ships with compound engines, would have been | 500 | ,, |
| Or on five passages to and from Hongkong in one year | 107,500 | ,, |
| Of that original fleet of | 48 | ships |
| There stood on the last fleet list | 33 | ,, |
| And of the latter their remained | 27 | ,, |
| Still fitted with the *old* engines. | | |

106. The result would have been as follows, by dealing with four other of these ships, viz :—

4 ships' original cargo capacity, 2,600 tons, consuming 203 tons coal per day.

When reconstructed, about 8,000 tons, consuming 139 tons coal per day.

The ships can, of course, *carry* more cargo at present, if it be placed in the cabins devoted to passengers as is frequently done ; but in such cases the extra consumption of fuel is more or less considerable, and in many instances that expense and the damage done to the passenger accommodation leaves little profit. An illustration of this is to be found in the fact that one of our ships, when thus dealt with, increased her consumption of coals by about eighteen tons per day.

107. On the other hand, as a rule, shippers will not send their cargo by our ships which do not use the Canal, when other vessels are available, and the passenger traffic by such ships is also injuriously affected by the same cause. In proof of *such being the fact*, I beg reference to the following extract from the *Times* of 10th April, 1873, contained in a letter from the Shanghai correspondent of that paper :—"Speaking of the Peninsular and Oriental and Messageries Maritimes Companies, how long will it be before the former realizes the necessity of running through steamers from Shanghai to Europe, in order to compete with its French rival? Passengers or goods embarked in Shanghai on board a Peninsular and Oriental steamer have now to change at Hongkong, to change at Galle, and to change at Suez; whereas the Messageries run their fine steamers from Shanghai through the Canal to Marseilles, and passengers or goods once on board are disturbed no more till they reach the end of their journey. The natural consequence is that the French is the favourite line."

108. You may be told (and have certificates produced to support the opinion) that our old ships are unsuitable for being dealt with as I have suggested. Estimates may even be produced to show that, at all events, it is no longer profitable to reconstruct them. Such proceedings would, of course, depreciate the market value of the ships, and tend to justify the sales that have already been made; but that will not prevent the vessels being dealt with as those sold have already been treated. The lengthening or not of the ships will be determined simply by the requirements of the *purchaser*, as I have reason to believe has actually been the case already.

109. With reference to Mr. Bayley's letter of the 21st July, 1871, subjoined, I have simply to say that by proper arrangement the reconstruction of the fleet could have been effected without interfering with the current engagements of the Company. All that was required, was to have provided the necessary substitutes for ships under conversion, by having reconstructed instead of selling that portion of the thirteen ships which were most suitable for that purpose, and buying the three ships referred to in paragraph 89. All that was further necessary could have been attained by a perfectly practicable abridgment of the stay in port of certain ships, and if need be, by a moderate expenditure in chartering substitutes, in the improbable event of their being required.

110. Mr. Bayley's letter refers to the despised Salsette and Bengal in a manner which is met, I hope, satisfactorily by my remarks on three ships, under the section devoted to "K.—Sale of Ships." As to Mr. Bayley's statement that my letter added nothing to the information before them, that is the very fact which makes the course adopted the less excusable. My letter expressly states that I myself had kept reconstruction more or less constantly before them, and for returning to the subject with such fortunate results for the Company (though not for myself) in re-arranging for the new ships I was taunted with assuming an air of "superior wisdom." Mr. Bayley points especially to the "additional voyages" undertaken as a proof of my "erroneous apprehension of the Company's position." I hesitate not to say that to delay reconstruction by appropriating to such voyages the vessels which might have enabled other ships to be converted is a grievous fallacy susceptible of proof by analysing the *true results* of recent voyages. The Decan is a case in point, for an unsatisfactory voyage home with a cargo of tea, was followed by returning to China in August last a full ship, yet the freight earned would not pay for her Canal dues and the coals expended. As to wisdom, the real question is whether the recommendations of that letter, or the proceedings of the Managing Directors, were most in accordance with the true interests of the Company, and that is for you to decide.

Greenock, 18th July, 1871.

MY DEAR MR. ALLAN,

111. I understand the Board have agreed to build four ships of 360 ft. X 36 X 30. When this came to my knowledge I decided on giving you (or Mr. Bayley during your absence) my ideas on the subject, but before doing so found it necessary to get certain papers from London bearing on the subject.

As you are aware, ever since I have been in the management, I have on all occasions advocated the increased size of our new ships, and that the greater part of our fleet should be reconstructed. I do not know why 36 feet beam should be decided upon for the beam of the *new ships*, as it appears to me, a most unsuitable beam for new ships.

We have at this present moment *nine* ships of about that *beam*, many of them suitable for reconstruction.

For instance, the Nyanza, of 36 feet beam, carries about 300 tons of cargo, and burns 45 tons of coal at 10½ knots speed. This ship, lengthened 50 feet and new engines, would bring her to the size of the proposed new ships. To effect this, it would not be necessary for the ships to lay up more than three months or so, as, of course, the engines would be ready before she required them. The Massilia and Delta, of about the same beam, could also be treated in the same way, with this exception, that the side plates should be brought up for perhaps about 70 to 100 feet amidships, to form cabins. The saloon might be in the centre, or a messing saloon of slight construction, placed on the quarter deck. These three ships at present carry about 1,300 tons altogether, but when reconstructed would carry about 4,500 tons (or about the same as three of the proposed new ships) burning about half their present consumption of coal. Of the other six nearly the whole could be most profitably reconstructed.

Of the next largest size (38 feet beam) we have *eleven*. Only three carry as much as about 800 tons each, the others about 600 tons each. Many of these are large consumers of coal, a few, however, being more moderate. Most of this class are new ships and well worth the expense of new engines and lengthening, &c., the saving in coal being from 15 to 40 percent. For instance, the Rangoon, Golconda, and Baroda, could be lengthened to ten beams with a similar arrangement as that proposed for the Massilia and Delta. As, on the other hand, a light awning deck might be applied to many of this class, of course, with the increased length. But there would be no difficulty in raising their cargo tonnage to something like 2,300 tons each. It would be necessary to give them new engines, as I fear the present machinery would not be sufficient to drive them at the proper speed with their increased displacement.

Suppose we took five of the London ships for this alteration, it would give an increase over their present tonnage of something like 7,700 tons, and if these ships were to run on the Bombay and Suez line they would give an increase of tonnage of about 108,000 per annum.

The Bangalore and Sumatra could be lengthened some 40 to 45 feet. If these two ships were supplied with new engines, the saving in connection with this alone (taking the price of coal at £2 per ton) would bring the saving on each ship up to between £3 or £9,000 per annum. The Delta and Nubia could be treated as the Golconda, &c., and even the Simla and Columbian in a somewhat similar manner.

The next largest ships are 40 and 41 feet beam. Of this class there are *seven*. The Candia, Ceylon, Pera, and Poonah I would strongly recommend lengthening to some 400 feet, with a light awning deck and new engines, when each ship would carry about 3,000 tons each, with very superior passenger accommodation to what they have at present. Three of the ships would burn at the rate of about half their present consumption ; and if these four ships were placed on the Bombay and Suez line they would represent a tonnage, over and above their present carrying capacity, of some 136,000 tons for cargo per annum. The Mongolia and Surat, I suppose, will be taken in hand at once.

Practically speaking, most of our ships are simply two ends, and were we to sell them we would get, comparatively speaking, little or nothing for them, while, at the same time, most of them are equal in strength to new ships of the present day.

Besides these three classes already mentioned, there are four ships of 32 and 34 feet beam, which are most suitable for alteration, increasing their tonnage at the same rate as those already mentioned.

From the increasing competition and the low rates of freight (and that likely to be lower) it appears to me of the most vital importance that we should have ships of large tonnage with reduced consumption of coal placed on the different lines as soon as possible ; and it appears to me that the only way to do that is to take as many of our present ships (those most suitable) as can be spared at one time, and have them altered.

To build new ships is expensive, takes a long time to get them ready, and keeps us in the meanwhile using ships that are expensive and so small as to give our rivals a fatal advantage, and then leaves us with our old ships on hand, which will have to be sold at very low rates, and, judging from what has already taken place in the case of the Bengal and, I believe, the Salsette, being reconstructed to run against ourselves. Yours sincerely,

GEORGE BAIN.

James Allan, Esq., absent, Henry Bayley, Esq., London.

Peninsular and Oriental Steam Navigation Company, Offices, 122, Leadenhall Street, London, 21st July, 1871.

MY DEAR BAIN,

112. I have received your letter of 19th instant (addressed to Mr. Allan or myself), intimating your opinion that it would be better to reconstruct a number of the Company's old steamers than to build new vessels as the Board have decided to do.

As the former course is simply impossible without stopping the Company's operations at a time when it is considered essential to extend these operations by running additional voyages, it is manifest that either you or the Board and the Management must entertain a very erroneous apprehension of the Company's true position.

As to the general question of lengthening or enlarging vessels when the time comes for repairing them, we fail to perceive that the remarks contained in your letter add in the least to the information you must know we have every day before us, and which necessarily receives our best consideration in studying the best interests of the Company, although that consideration does not lead us as it apparently would do in your case, to re-construct such vessels as the Bengal, Salsette and others.

Seeing, therefore, that your letter contains nothing but what you must have been fully aware was already well known to us, I feel bound to add that the tone of superior wisdom in which your remarks are couched is anything but becoming.—Believe me, very truly yours,

H. BAYLEY.

I will show your letter to Mr. Allan, and a copy of my reply upon his return.

Capt. George Bain, Greenock.

### K.—SALE OF SHIPS.

113. Since 1867 we have sold fourteen sea-going steamers, and Mr. Bayley's letter of July 1871, refers so disparagingly to two of these—the "Salsette" and "Bengal"—as throwing discredit on my views, that I shall here state certain facts regarding them. Before leaving for India in 1869 I had estimates prepared in the Office for repairing the hull of the "Bengal." Had these been acted upon, and the necessary compound engines fitted, a saving of about twenty tons of coal per day would have been effected. She was, however, on her return from the East in 1870 (during my absence there), sold instead. As compared with her original cargo capacity of.....700 tons she might have had it increased to.....1,500 to 1,800 ,, by an expenditure of about.....£25,000 whereas she was sold for about.....£10,000

so that she would have represented to us about.....£35,000 yet would then have been worth to ourselves about £70,000 being as serviceable to us as a new ship. She was fitted by her new owners with new compound engines, and so rearranged that she carries about 2,300 tons of cargo, the accomodation for passengers being reduced. She now competes with ourselves, at current rates, in the Eastern trade, making the passage between London and Calcutta in 34 days, and has kept pace in the Red Sea for days with one of our new ships. The first voyage, after being supplied with new engines, I understand, she earned a freight of £9,000 from Singapore to London.

114. Mr. Bayley next refers to the Salsette. I strongly opposed the sale of that ship, and had actually plans for her reconstruction prepared by her builders (Messrs. Tod & McGregor), which would have enabled her to carry about 2,000 tons cargo instead of as originally only .....300 tons cargo, her passenger accommodation being also much improved. That would have been effected by lengthening her 80 feet, and fitting a deck-house amidships, formed by carrying up the side plating with beams and deck ; she would then have been as strong as any ship in our fleet. She was, however, sold instead for about £11,500, after these plans were received (in the spring of 1871), and has been lengthened by her present owners 80 feet, the deck arrangements being different. I estimate that she will now carry about 3,500 tons of tea, and would have been worth to us (had my plans been carried out) twice as much as she would then have cost her present owners. I have myself visited her in the West India Docks, where she still lies.

115. In keeping with the above two sales I shall conclude my illustrations of the mode of dealing with our ships, by mentioning the case of the Syria. I was also strongly opposed to the sale of that ship. She was sold in 1870, and converted from a paddle into a screw steamer, but without being lengthened, as the present owners, I believe, *did not require* the increased capacity. She now carries (coals and cargo together) about 2,000 tons, as compared with her former cargo space of 360. She ought not to have been sold, but should have been lengthened and fitted with compound engines, say at an expenditure of about.....£30,000 to which add the price she was sold for of.....£15,000

when she would have represented to us only.....£45,000 yet she would have suited us then much better than a ship for which we have paid.....£67,000 and as well as ships contracted for since the annual meeting at a price, I understand, of.....£84,000 On the other hand, the Union Steam Navigation Company acquired this ship under the peculiar circumstances recorded below, for a sum of.....£15,000 and have, I believe, expended upon her about.....£23,000 £37,000 and at the last annual meeting of that Company their Chairman eulogized the Syria in the very *highest terms*. As our Chairman, Mr. Hadow, is a Director in both companies, he is in a position to correct these statements respecting her if I have erred in any particular, and thereby confirm the others. Opinions may vary as to the *marked* value of ships no longer new, but the *urgent need* we have for adapting our fleet to the requirements of the Suez Canal, make reconstructed ships of peculiar value to us, from the saving of time and money as compared with the tedious and costly mode of building only new ships. As having an important bearing upon the vital questions at issue between the Managing Directors and myself, I feel bound to call attention to the mode of dealing with the *accounts* connected with the sale of ships, for its affect is to place my views at a great disadvantage by an *erroneous representation* of the value of ships sold, and the prices realized for them. It tells both ways, for the artificially enchanced quotation of the price of new ships thereby produced must have an effect disadvantageous to us in the ship-building market, and thereby affect estimates for reconstruction. The fact I am about to state refers to the sale of the Syria, and is not a solitary case. In contracting for the construction of certain new ships, it was made imperative upon the builders when sending in tenders to accept the Syria in part payment at £30,000. The real price, however, of that ship was £15,000, at which she was passed over to her present owners (the Union Steam Navigation Company), who did not therefore buy her of us. They have, however, since the annual meeting of the 6th December, purchased of the Company the Nyanza, at the price I understand of £26,000. The latter is the finest of our four paddle steamers.

### L.—COMPETITION BY PUBLIC TENDER.

116. *This is a subject so delicate in itself, and the surrounding circumstances are such, that I experience great difficulty in dealing with it, lest plain speaking be treated as libellous.* I shall restrict myself to mere *illustrations*, as I am debarred access to the necessary documents. The subject, however, is second only in importance to reconstruction. In the section (G), devoted to the late Chairman, are certain statements having an *important bearing* upon this subject, to which I beg reference, and I shall make use of extracts from my letters in regard to this subject. The first of these is from that to the Board dated 26th Nov., and refers to my investigations in 1867 as applicable to supplies of cordage. "Certain departments were still in a very unsatisfactory condition, and I shall here mention one instance which I brought to the notice of the Management. I found that we were paying to one supplier for a single article of the annual consumption of over £12,000 sterling, at the rate of over 25 per cent. in excess of what another party was paying to the same firm, and I tendered proof of this fact in Committee. I found also that these very articles were of inferior quality, as was proved by a number of special reports upon the same, with one exception only. We still draw these supplies from the same source, and though the prices are reduced, complaints of inferiority still continue. One such recently shows that a serious loss of life had nearly resulted from this inferiority."

117. I supplement the above by the following extract from a letter addressed to Mr. Bayley, dated Hong Kong 28th April, 1870, which refers to the supplies of cordage more than two years after I had originally called attention to their price and quality.

The following is the result of tests of rope I had taken at Bombay :—

| | | | | |
|---|---|---|---|---|
| 2½-inch Europe rope (*Government*) broke at 3 tons. | | | | |
| 2-inch *P. & O.* do. broke at 1 ton. | | | | |
| 3 ,, | do. | do. | ,, | 1 ,, 10 cwt. |
| 4½ ,, | do. | do. | ,, | 3 ,, 19 ,, |
| 5 ,, | do. | do. | ,, | 3 ,, 18 ,, |
| 6 ,, | do. | do. | ,, | 5 ,, 2 ,, |
| 7 ,, | do. | do. | ,, | 5 ,, 10 ,, |
| 8 in. *P. & O.* do. broke at 8 tons. | | | | |
| 9 ,, | do. | do. | ,, | 10 ,, 1 cwt. |
| 10 ,, | do. | do. | ,, | 9 ,, 15 ,, |
| 8 ,, | do. | (coir) | ,, | 7 ,, 10 ,, |
| 9 ,, | do. | do. | ,, | 8 ,, 0 ,, |

The following extract from my letter of 26th November refers to the working in Bombay of the system I condemned, as compared with public competition, for procuring stores supplied at that port. "I according by recommended to the Management that the system of public tenders should be adopted there in respect of this case I now refer to. The matter stood thus :—One supplier in Bombay provided for our requirements, to the value of about £40,000 sterling per annum. While there I satisfied myself that there was much room for complaint on the score of the quality of certain articles so supplied. I next satisfied myself (partly by the offer to myself of a tender for similar supplies at lower terms) that the rates at which this contract was fixed were too high. Finally, I found that in the bills for payment, even these rates were not adhered to, but overcharges existed, ranging from 5 per cent. to 25 per cent." Under the section (M) devoted to my tour of inspection, reference is made to the censure incurred from the Managing Directors, in reference to my outspoken written report thereon, and more particularly that portion of it relating to the Bombay agency. That censure resulted in my addressing a letter to the Board, dated Greenock, 18th May, 1871, with reference to that report. Among other subjects, I dealt with comments made by Captain Henry (the Company's superintendent there) in which he attempted to prove the favourable terms on which the Company obtained its supplies without competition by sending to the London Office the tariff of prices current published by the Local Municipal Commissioners. The following extract from my letter will show the result of the "investigation" which I made in consequence for the information of the Board. That extract faintly indicates the necessity for a "*Committee of Investigation*" such as I have recommended, seeing how little even the late Chairman was able to effect, by a Committee of *Revision*, comprising as it did Directors, whose earnest desire it was, I believe, to reform any abuses they could *discover*. I may add, by the way, that I am not aware that any change has taken place in Bombay.

118. "I urged the adoption of securing these supplies by tenders open to competition. On my last visit I received and handed to Captain Henry one such tender. I have since then instituted a comparison founded upon vouchers from Bombay in the London Office between the system I found in operation and that which I recommended. That quite confirms my original opinion as to the large saving practicable. I still adhere to this view, because I prefer to be guided by our actual contract as existing and that tendered to myself, rather than to admit that such gigantic purchases as ours are to be paid for according to the prices current framed by municipal authorities whose prices are usually applicable to the wants of a single household. One, and only one of the results of that comparison based upon the prices paid for ten articles of large consumption, and assuming that the rest have been similarly dealt with, indicates that during the year 1868 we paid the dubash over and above his own contract prices a sum amounting to no less than five thousand six hundred and forty pounds sterling (£5,640). This shows that the contract itself is no guide, yet its importance may be estimated from the fact that during that year we paid the dubash £43,000 sterling.

119. With regard to the quality of the *wines* and *Purser's stores* supplied to our ships, their general inferiority was well-known to the Managing Directors for years before I went to the East ; not only from the numerous complaints of passengers, but also from samples being repeatedly sent home, and from it having been necessary to condemn supplies found unfit for consumption. My own experience, during my tour in the East, satisfied me of that general inferiority. I found proofs of it from the day I embarked at Marseilles till I reached Suez on my return, with one exception. I reported in writing at the time to the Management (more especially to Mr. Bayley), and verbally on my return to that effect, and also as to the *bad* quality of coals.

120. My experience throughout in the London Office had taught me that any interference with the supply of stores was not viewed with favour by Mr. Allan and Mr. Bayley, and therefore the manner in which my communications from the East on that subject were received bore a significance for me, which is best indicated by the following extracts from a letter to Mr. Bayley, dated Hong Kong, 28th April, 1870 :—

"If you could get people to speak as plain as I have done, the same information would be given, but no one has dared to express an opinion to those in authority on the subject." And again, "When writing about the home supplies I only stated what I had seen, and had taken careful note of. It struck me when reading your first letter in reply to my report on those matters that I had either stated what was not correct, or that I should not have written on the subject. Your reply was something to the following effect, that if samples were sent the subject would have proper attention. When writing on these it is only with one view, to get what we are entitled to from those we get our stores, &c., from. I clearly and distinctly state, we are not supplied as we are entitled to be, nor do we get our money's value from many of those who should serve us well. Up to the time I left the 'Oriess,' I can safely say that I have never seen a good ham. The preserves were of the worste quality I have ever seen, such as marmalade, strawberry jam, red and black currant jelly. The beer and wine I make no remarks upon, further than saying I neither drank beer or sherry after being three days from Galle to this place. The beer has always been first quality before. I told Mr. Rae, the Purser, to send home samples, which, no doubt, you will have received before now."

121. While in the East I satisfied myself of the necessity for introducing the system which has since been adopted of *selling* wines, instead of including them in the passage-money as heretofore, and recommended that course. On my return I urged this measure very strongly in my written General Report, and thereby incurred much displeasure from Mr Bayley, but the Board adopted my views. The quality, however, has been found to be worse even than heretofore, and it proved to be such that the complaints from India against it and the brandy were so loud and persistent, that it became necessary to land a quantity of it in India in order to get rid of it. With respect to the other Purser's stores, I may mention that after my return from India considerable quantities of the same descriptions as I had complained of were, at different times, condemned and sent home, but we continue to draw our supplies from the same source, although we pay for the best descriptions of all stores.

122. Any confirmation of my statements as to the quality of these stores, will strengthen my hands in the discharge of the onerous duty I am now engaged in, with the view of fortifying the position of a Company of such national importance, and at the same time of protecting passengers from such causes of complaint in future; and thereby serving the best interests of the Proprietors. *I hesitate not therefore to appeal to passengers who, through the circulation of this statement among the Proprietors, may be in a position thus to strengthen my hands. I beg that such will address me in writing at No. 5, Belsize Avenue, Hampstead, London, N.W., as I am shut out from access to the numerous complaints which have been addressed to the Company.*

123. At the annual meeting held 10th December, 1869, Mr. Allan, being in the chair, stated that three of the Directors, Messrs L'Estrange, Melville, and Thornton, had gone as a deputation to the opening of the Suez Canal. He added that Mr. Melville, before he left, undertook a mission to the East, to confer with the agents, commanders, and others, to see whether any reduction could be made in the expenditure. Mr. Melville's mission and my own tour of inspection commenced at the same time, and I venture to affirm that he received complaints of bad coals and inferior wines and stores, couched in much stronger terms than I use. In fact he ordered numerous samples of the former to be sent home in support of the complaints made. He may be able to tell you whether or not employés of the Company evinced an unwillingness to be identified with complaints against stores, on grounds *implying* that such complaints were supposed to be unpalatable to the Managing Directors. I, at all events, have throughout the whole of my tenure of office entertained the impression already recorded that any interference in the matter of stores was unpalatable to Mr. Allan and Mr. Bayley, and although that has not deterred me from doing my duty, yet I have felt that I was not warranted in *identifying subordinates with such information.*

124. How far I was warranted in forming these opinions, may be gathered from this statement. My present position shews the effects of disregarding the consequences which have flowed from doing my duty nevertheless, but it is to the *result* of my present action that I and others who may hereafter be similarly situated must look, in order to know how proprietors are prepared to support those who protect their interests under trying circumstances. Under what difficulties that is practicable at present from some other causes, may be judged by the disregard of Mr. Anderson's injunctions, that not only should open contracts be sought for by newspaper advertisement, but that standard samples should be retained, and duplicates sent to the foreign stations for comparison with the articles delivered. I have in vain urged this system of samples ; for it and the usual checks are necessay in order that the Company's interests can be properly secured at home and abroad as regards quantity, quality, and prices of stores.

125. Whether or not matters have improved since I wrote to the Board in November last I do not pretend to say, but what condition they were in a month or two previously may be inferred from what came under the personal observation of one of the ordinary Directors, who had been a passenger on board our ships. That gentleman himself informed me in the Board-room that the quality of the wines on board was such that "Sherry was only fit to drink when diluted" with water, and that the red wine was dear at any price," while the coals were so bad as to interfere seriously with the speed of the ships. That this fact was borne out by reports at that time in existence from the ships themselves. I have neither by reports said, nor wish it to be inferred that all our supplies are of inferior quality, for many are of the finest description.

126. I shall conclude my remarks on competition in this section by urging an exhaustive investigation into the conditions under which supply of *coals* has been procured and *charters* effected for their conveyance to the different stations by the large fleet of ships in constant requisition. Millions of money have been expended without anything approaching to competition in the proper acceptation of the word being availed of, for the "limited competition" resorted to has not served the interests of the Company. There have been well-grounded complaints urged over and over again at the public meetings against the working of the system, and proprietors have very justly pointed out its shortcomings ; but even these hostile critics would be surprised at the revelations which would result from an exhaustive inquiry by a properly constituted Committee of Investigation into the past working of the coal operations of the Company. In fact, it is only in the most general terms I venture to deal with the subject, for the very extent to which reforms have been introduced proves how large a field existed for such operations when I was urging in vain the adoption of proper competition. There are such peculiarities connected with the transactions in this, the most important of the spending departments, that I prefer to leave the question entirely in the hands of such a Committee. The magnitude of the interests at stake in regard to the question of supplies may be inferred from such facts as these :—In one year the expenditure on three of the departments has been estimated as under :—Say on the "Purser's Department" about a quarter of a million sterling. On Marine stores, including machinery, boilers, &c., about £200,000, and on coals £600,000 to 700,000. In one year the consumption of wines, spirits, and malt liquors and aerated waters exceeded a million and a quarter of bottles, a significant fact in connection with the comparatively small consumption under the present system of selling the wines.

127. In closing this section I beg to add that immensely large as the field still is for reducing expenditure by introducing public competition, the services I have already rendered by a partial introduction of modified competition have resulted in advantages to the Company in one branch alone by *tens of thousands of pounds* before I had been two years in the London Office.

### M.—EASTERN TOUR.

128. It is customary for the Eastern stations to be periodically inspected, Mr. Bayley was as far as Calcutta on that duty in 1864, and I went out for eleven months in 1869, there having been four other inspections made during the interval. My reports of that tour set forth that I effected or shewed to be practicable, reductions of expenditure amounting to nearly 50,000*l.*, and that was also chiefly an *annual* retrenchment. That too was apart from the very great saving that would have been effected by adopting my recommendations in favour of competition. The manner in which, however, these recommendations were received is indicated from the following extract from my letter of 26th November :—

"With reference to my inspection at Bombay, above referred to, I feel it due to myself to record my great disappointment at the unpleasant manner in which I was dealt with by the Management in connection with my reports on the Eastern stations. I made an exhaustive and laborious enquiry, and reported a field for reforms and reductions, which represents a large saving to the Company. I was much harassed on account of these reports, and blamed for writing so strongly, instead of which I looked for strenuous support. My reports may still be referred to, and the records of Leadenhall Street shew that large reductions were practicable and actually effected at Bombay after the report on that station was written. The last inspector who visited that port proved the value of my recommendations, as they formed the chief item in reductions to the extent of about 6,000 per annum enforced by him. Still, throughout the whole of that matter, I was treated in a manner thoroughly discouraging for any one else who should follow my example."

129. At *Suez*, I carried out personally changes which involved a large saving, but felt bound to report unfavourably of the establishment. In justice, however, to our late Agent there, Mr. West, I feel bound to add that, in a letter to the Managing Directors from Aden, I expressed my conviction of the highly conscientious manner in which he discharged the duties of his office, and devoted his time to the Company's service. I repeat this here because certain revelations which resulted from investigations that followed after my comments, disclosed defalcations, and even more painful consequences, yet these discoveries have not led me to change the opinions therein expressed.

137. Having thus shown why I was *dismissed* from, and why *restored* to, the Service, I shall now show the exact terms upon which that restoration took place, lest it may be alleged that my letter of 25th November either *retracted* that of the 18th November, or bound me not to reproduce it. It is shown that in effect all that was done was merely to *omit the intimation of addressing the Proprietors*, and in proof that such was all insisted upon by the Board is the fact that the reproduction of the same statements was not followed by a reproduction of the dismissal Resolution. I here quote therefore entire the letter I wrote on the 25th November to the Board, because it embodies the conditions they themselves imposed. To that letter I append the "Resolution" of the Board referred to therein, for the important purpose of showing that this "unanimous" Resolution of the Board was carried by votes in which those of Managing Directors were included, and it is to that fact I refer in paragraph 3, to the effect that the Deed of Settlement had been violated to my prejudice. I understand that at the Board meeting which passed that unanimous Resolution, the only absentees were the Honourable Mr. Melville and Captain Engledue, while the deed *precludes Managing Directors from voting where their own proceedings are impugned.*

138. Copy of my reply to Board's letter of 22nd November.

5 Belsize Avenue, Belsize Park, London, 25th Nov. 1872.

A. M. BETHUNE, Esq. Secretary P. and O. S. N. Co.

SIR,—I am in receipt of your letter of the 22nd instant, with copy of the unanimous Resolution of the Board.

With reference to the appeal to the shareholders which I was to make at the general meeting on the 6th proximo, I duly note that, by direction of the Board, you state "the extraordinary course you have announced your intention of adopting, so entirely sets aside their authority, as the executive body appointed by the shareholders for conducting the affairs of the Company, that it cannot be regarded by them in any other light than as an act of the gravest insubordination, requiring their severest censure.

"I am, therefore, directed to inform you that the Board have this day passed a Resolution that you be dismissed from the service of the Company. (Copy enclosed.)

"Taking, however, into their consideration your connection with the late respected Chairman, Mr. A. Anderson, and your long employment in the Company's service, the Board have agreed to defer the final confirmation of their Resolution until Tuesday next. An opportunity will thus be afforded you in the meantime of withdrawing the letter and statement you have so improperly addressed to them, and of expressing your regret for having so acted, accompanied with a distinct intimation of your readiness to submit to the decision of the Board in all matters relating to your future employment."

I bow to the decision of the Board, and thank them for the option afforded me in the above extract, of which I beg now to avail myself. I request of you, therefore, to return to me the letter and statement dated the 18th instant, and I beg to express my regret for having so acted, and to intimate my readiness to submit to the decision of the Board in all matters relating to my future employment.

I am, Sir, your obedient servant, GEORGE BAIN.

139. "Extract from the Minute Book of the Board of Directors of the Peninsular and Oriental Steam Navigation Company."

"22nd November, 1872.

"The Board, having perused that letter and statement submitted by Captain Bain, considered that he had thereby committed an act of grave insubordination, and it was—

"Resolved unanimously

"That Captain G. Bain be and is hereby dismissed from the service of the Company."

RESIGNATION.

140. *Before* the annual meeting, I asked the Board for access to the necessary documents then in the office, from which I offered to prove in writing my statements ; but, instead of complying with that request, I was directed to attend the Board on the subject personally three days *after* the meeting. I attended accordingly, on the 9th December, and it is important to note that the public meeting was then over, and the next would not be held for six months. That interview lasted about half an hour. Of the 8 ordinary members composing the Board, 2 had been invalids for some time and were then absent ; a third was also absent in Scotland, I believe ; and of the remaining 5, who were present, 3 had been elected since my appointment, the Chairman being one of the other 2. Of course, I was prepared to find the Chairman support the Managing Directors, but on this occasion he treated in such a spirit of hostility my renewed request for access to the necessary documents, that it showed me the grave danger of coercion implied by his refusal, and the demand he made. That demand was that I should *then and there* engage that from such books and papers as *they chose* grant me access to, I should prove every one of my statements, under pain of dismissal. That penalty was to be incurred as surely as if I refused to go to trial upon such terms as if I failed to prove my case, and that failure itself might arise from want of documents which at the moment required might be held in the custody of the Managing Directors whose proceedings I impugned !

141. Under such fresh pressure, I felt satisfied of the absolute necessity of appealing to you, and that the only means of doing so *effectively* was to escape further *pressure* by resigning the service. I accordingly sent in my written resignation the *same day*, setting forth the *pressure exercised tha day as the reason for doing so. I neither had then, nor have I now, any desire to retire from the service itself, and sacrifice the fruit of twenty years' labour, but I felt bound to serve the Company as I now do, and leave my position thereafter to be dealt with according to your pleasure.*

142. In discharging, as I now do, a duty so onerous and painful, undertaken and carried on under great difficulties, I claim your notice upon public grounds for having acted as I have done throughout. I do not impute wilful waste or intentional damage to anyone, but I do contend and show that very grave mistakes have not only been made, but persisted in, as errors of judgment.

GEORGE BAIN,
(Late a Manager, Pen. & Oriental S. N. Co.)
5, Belsize Avenue, Hampstead, London, N. W., 15th May.